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FOREIGN TRADE

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Vol. V OTTAWA, JANUARY 15, 1949 No. 107

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Foreign Trade is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and *$3.50* per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

Right Hon. C. D. Howe
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

FOREIGN TRADE

OTTAWA, JANUARY 15, 1949

Published Weekly by
FOREIGN TRADE SERVICE
Department of Trade and Commerce

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COVER SUBJECT—Beef carcasses, in cold storage at Montreal, await shipment to Great Britain, Newfoundland and the British West Indies. Dressed beef have contributed substantially to the inflow of United States dollars last year, shipments across the border during the first ten months being valued at $14,485,000, compared with $17,000 for the whole of 1947. Total exports for the first eleven months of 1948 amounted to 107,342,700 pounds, valued at $31,300,000. Shipments of beef cattle last year totalled 241,380, the large proportion of which went to the United States.

National Film Board Photo.

25582—1

Japan Needs Foreign Foodstuffs For Ever-Growing Population

Adverse balance of trade last year estimated at over $450,000,000—Much of imported coal supplied by Canada—Efforts made to increase steel production, to compensate for decline in textile exports—Thirty-two Canadian businessmen have visited Japan.

By J. E. Kenderdine, Special Representative, Foreign Trade Service

(Editor's Note—Military rates of exchange were raised on July 6, 1948, from Yen 50 to Yen 270 to the Dollar, and from Yen 200 to Yen 1,090 to the Pound.)

TOKYO, December 1, 1948.—Foodstuffs imported by Japan during the first ten months of the current calendar year amounted to 1,650,000 metric tons, of which 1,500,000 tons were released for distribution. Of this total, the largest proportion consisted of cereals. Although it is estimated that crop yields for this year will be above normal, and the rehabilitation of the fishing industry is well advanced, the provision of sufficient food for the large population of this country presents a serious problem. Foodstuffs must, of necessity, continue as a major import item.

The Draft Five-Year Recovery Plan, which was announced early this year, has been postponed in order that certain revisions may be made, and will not come into operation until 1949. This is attributed, in large measure, to the fact that the population figure for 1953 was greatly underestimated. Instead of 82,000,000, it is expected there will be 87,000,000 people in Japan five years hence. The revised census for 1948 indicated that the present population was over 80,000,000.

Export trade returns for the current year are disappointing, the total for the first six months amounting to $78,000,100, as against an import value of $339,435,506. Taking into account an improvement in the volume of textile exports since the third quarter, it is anticipated that Japan's adverse balance of trade for the year will reach between $450,000,000 and $500,000,000.

Canada Supplies Large Part of Coal Imports

In addition to foodstuffs, fertilizers, petroleum products, raw cotton and wool, imports during the year have included substantial quantities of salt, coal and iron ore, together with a wide range of chemicals and other essential raw materials. An appreciable part of the coal imported by this country originated in Canada, which also supplied the first shipment of rayon pulp and flaxseed brought in since the conclusion of hostilities. Exports to Canada during the first six months of 1948 were only 0·9 per cent of the total, and consisted for the most part of sundry consumer goods.

The Supreme Commander for the Allied Powers (SCAP) has directed that efforts should be made to increase steel production, so that a larger quantity of finished steel might be made available for export, thereby offsetting the decline in textile exports. Scheduled steel production for the current fiscal year is 1,200,000 metric tons, of which 250,000 tons are expected to be allocated for export. It is proposed that the export figure for 1949-50 should be doubled. Steel required in the construction of ships for export will be included in the above-mentioned allocation.

Japan—Imperial Hotel, in Tokyo, which is familiar to many Canadian businessmen, was especially designed to withstand earthquake shocks. An appreciable part of the coal imported last year originated in Canada. Exports to Canada in the first six months of 1948 consisted mainly of sundry consumer goods.

Estimated Coal and Steel Production

	Coal	Pig iron	Ingots	Finished steel
	(Million metric tons)			
1948	36.0	0.9	1.9	1.2
1949	39.6	1.6	2.7	2.0
1950	43.0	2.3	3.3	2.5
1951	47.56	2.5	3.6	2.8
1952	51.56	2.9	4.0	3.0
1953	55.0	3.2	4.2	3.2

It is expected that coal and iron imports during 1949 will be in excess of 1,500,000 tons respectively.

Direct Sales by Japanese Exporters Permitted

Major changes in the procedure governing the conduct of Japanese export trade were put into effect in August and September, direct sales by exporters in Japan to foreign buyers being permitted. Other items of interest concerning the development of foreign trade include:

(*a*) First purchases of raw cotton under the Occupied Japan Revolving Fund arrangement.

(*b*) Visits of trade missions from India, Pakistan, Netherlands East Indies, Siam and Sweden.

(*c*) Conclusion of a trade agreement between the sterling area and Japan, which it is reported may result in an exchange of trade amounting to £50,000,000 ($200,000,000) during the period to June, 1949.

Thirty-two Canadian businessmen have entered Japan, by arrangement with the Canadian Government, since August, 1947. Several have made second visits, and at least two have been granted semi-permanent status. The overall total of foreign traders to enter Japan since the beginning of last January is well in excess of the 1947 figure, the peak being reached in September with a total of 526 registrations.

The current year has seen the re-establishment of foreign banking institutions and shipping concerns. A number of foreign trading firms has been licensed to act as agents or representatives, though they have not been permitted as yet to operate an import or export business.

Industrial Production Has Increased

Industrial production has progressed during the past year, as indicated by an increase in the production index from 40·9 in 1947 to 50·2 in the first eight months of 1948, that for August being 55·1. (The 1930-34 index equals 100). The production of coal during the first eight months of the current calendar year increased by 18·3 per cent, compared with the same period in 1947. The fertilizer group showed an advance of 52·5 per cent, pig iron production rose by 89 per cent and the output of steel by 53 per cent. Industries, large and small, are still seriously handicapped by the shortage of raw materials and the lack of operating funds.

Inflationary conditions have been aggravated by a rise in the official price level of many controlled commodities of upward of 70 per cent, and by appreciable increases in transportation and communication charges that were recently put into effect. With few exceptions, prices continue to climb steadily, and wages keep advancing. Though the decision to increase the basic wage for government employees up to a suggested figure of Yen 6,300 monthly has been delayed, skilled labour in many industries has been agitating for a basic rate of up to Yen 15,000 a month. Miners are receiving an average of more than Yen 10,000 a month, in addition to appreciable allocations of incentive goods, a large part of which is from United States surplus stocks. Japanese girls, with a knowledge of English and stenography, receive monthly salaries of between Yen 20,000 and Yen 25,000, if employed by foreign organizations.

Following a period of some six months of comparative calm, labour troubles and unrest are again prevalent, disputes occurring for the most part over wages. A series of 24-hour strikes by coal miners throughout the country has delayed production and rendered quite impossible the production goal of 36,000,000 tons for the current year. The unions threaten to repeat these tactics, and even to call a full strike unless their demands are met at an early date.

New Budget Double That of Previous Year

The 1948-49 budget of Yen 414,000 million in general accounts is nearly twice the aggregate of the original and supplementary budgets for the previous year. Provision has been made for 64 per cent of the total revenue to come from stamp duties and taxes, 25 per cent from state enterprises and assets, and 11 per cent from sundry sources. With mounting prices and wages, supplementary budgets for the current year are inevitable, and a first such supplementary budget of around Yen 100,000 million is now being considered. The problem is to find a source of revenue. Tax collections this year are reported well ahead of those in 1947, but are still far short of expectations.

Government allowances in subsidies, or the equivalent, do not appear as a separate item in disbursements as shown, despite the major nature of these expenditures. Conversion factors, employed in the government

payments for export merchandise, must represent an appreciable deficit in the trading account. Another heavy item is the cost of domestic coal provided for certain key industries, borne by the government, amounting to Yen 2,000 per ton, or more in the case of those producing gas, coke, iron and steel, fertilizer and the shipping industry. Imported coking coal, which costs the government about $26 per ton c.i.f., is being supplied to the steel industry at from Yen 1,200 to Yen 2,000 per ton, delivered plant.

The bank note issue, which showed comparatively small fluctuations during the first half of the year, climbed steeply during the third quarter and, at November 1, stood at 280,593 million Yen. It is expected that the note issue at the end of the present fiscal year might exceed the Yen 330,000 million, previously estimated.

Foreign Concerns in Japan

The following foreign concerns have been licensed by the Supreme Commander for the Allied Powers to conduct business in Japan, as of November 1, 1948. The name of the local manager or representative is shown in brackets in the following list.

Airlines

British Overseas Airways Corp. (E. H. W. Lewis), 217 Empire House, Tokyo.
China National Aviation Corp. (C. K. Tseng), 6 Tsukiji, 3 Chome, Chuo-ku, Tokyo.
KLM Royal Dutch Airlines. No representative in Japan.
Northwest Airlines, Inc. (R. J. Morgan), 2 Marunouchi Bldg., APO 925, Box 139, Tokyo.
Pan American World Airways, Inc. (Willard H. Branch), 150 Marunouchi Bldg., APO 925, Box 323, Tokyo.
Philippine Airlines, Inc. (Rudolph Rebold), Room 406, Shiba Park Hotel, Tokyo.

Banks

Bank of America National Trust and Savings Assn. (Y. J. Johnson, Jr.), APO 500, U. S. Army, Tokyo.
Bank of China (Wu Chang), Higashi Ninth Bldg. No. 6, 2 Chome, Marunouchi Chiyoda-ku, Tokyo.
Banque de l'Indochine (Roger Aubrun), No. 1, 2 Chome, Gofukubashi Chuo-ku, Tokyo.
Chartered Bank of India, Australia and China (J. C. Marks), Empire House, % BCOF, Tokyo.
Hong Kong and Shanghai Banking Corp. (V. A. Mason), Block No. 1, Naka Ninth Bldg., Avenue Y, Marunouchi Chiyoda-ku, Tokyo.
Chase National Bank of the City of New York (J. P. Duddy), APO 181, U. S. Army, Tokyo.
National City Bank of New York (L. W. Chamberlain), APO 181, U. S. Army, Tokyo.
Netherlands India Commercial Bank (B. H. Van Ketel), Bank of Tokyo, Marunouchi Branch Bldg., No. 2, 1 Chome Marunouchi Chiyoda-ku, Tokyo.
Netherlands Trading Society (A. H. Stok), Bank of Tokyo, Marunouchi Branch Bldg., No. 2, 1 Chome Marunouchi Chiyoda-ku, Tokyo.

Film Distribution Agencies

British Commonwealth Film Corp. (Lewis Bush), Chiyoda Bldg., No. 2 Kyobashi, 2 Chome, Chuo-ku, Tokyo.
Central Motion Picture Exchange (Charles Mayer), % CIE, GHQ, SCAP, APO 500, Tokyo.
Sovexportfilm (M. S. Pankin), % The Soviet Member, Allied Council for Japan.
Syndicate of French Movie Producers (Francois Chevallier), 4-775 Sendagaya, Shibuya-ku, Tokyo.

Gift Package Distribution

Co-operative for American Remittances to Europe, Inc. (Adrian F. Gory), 63, 4 Chome Bentendori Naka-ku, Yokohama.
Japan Importing Co. (S. Teranishi), 287, 1 Chome Tamagawa, Okuzawa-cho, Setagaya-ku, Tokyo.

Insurance Companies

American Foreign Insurance Association (W. F. Provost), Kangyo Shoken Bldg. No. 1, 3 Chome, Marunouchi, Tokyo.

Insurance Companies—*Continued*

American International Underwriters Corp. (Paul W. Aurell), Bank of Chosen Bldg., Tokyo.
Armed Forces Mutual Life Insurance Company of San Antonio, Texas (E. M. Eddins), Teito Hotel, Tokyo.
British Insurance Group (G. W. Hudson), 4 San Chome, Marunouchi Bldg., Tokyo.
Life Insurance Company of America (S. R. Hinds), Tokyo Hotel, Tokyo.
Netherlands Insurance Co. Ltd.—No representative in Japan.
North American Companies—No representative in Japan.

Marine Surveyors

American Bureau of Shipping (Robert Burns), % U. S. Maritime Commission, APO 343, Yokohama.
Lloyd's Register of Shipping (T. O. Morris), Jardine Matheson Bldg., Yokohama, P.O. Box 228.
R. J. Del Pan and Co.—No representative in Japan.

News Agencies

Associated Press (Russell Brines), PIO, GHQ, FEC, APO 500, Tokyo.
Central News Agency of China (Norman Soong), PIO, GHQ, FEC, APO 500, Tokyo.
Chicago Tribune (Walter Simmons), PIO, GHQ, FEC, APO 500, Tokyo.
France Presse News Agency (Leon Prou), PIO, GHQ, FEC, APO 500, Tokyo.
Hearst Corporation (Howard Handleman), PIO, GHQ, FEC, APO 500, Tokyo.
London Express Newspaper, Ltd. (Sankichi Hata), 885 Wadahoncho, Suginami-ku, Tokyo.
New York Herald Tribune (Allen Raymond), PIO, GHQ, FEC, APO 500, Tokyo.
New York Times (Lindsay Parrott), PIO, GHQ, FEC, APO 500, Tokyo.
North America Newspaper Alliance (Ray Falk), PIO, GHQ, FEC, APO 500, Tokyo.
Reuters News Agency (Joseph E. Wilson), PIO, GHQ, FEC, APO 500, Tokyo.
Telepress Ltd. (Huge Deane), PIO, GHQ, FEC, APO 500, Tokyo.
The Observer Ltd. (Gordon Walker), PIO, GHQ, FEC, APO 500, Tokyo.
Times Publishing Co. Ltd. (Frank Hawley), PIO, GHQ, FEC, APO 500, Tokyo.
United Press (Earnest Hoberecht), PIO, GHQ, FEC, APO 500, Tokyo.

Oil Companies

Caltex Oil (Japan) Ltd. (L. M. Carson), Block No. 1, Naka Ninth Bldg. 14, 2 Chome Marunouchi, Chiyoda-ku, Tokyo.
Shell Petroleum Co. Ltd. (R. Divers), Rising Sun Bldg., No. 58 Yamashita-cho, Naka-ku, Yokohama, P.O. Box 401.
Standard-Vacuum Oil Co. (H. W. Daniels), Standard Vacuum Bldg., No. 8 Bund, Yokohama, P.O. Box 404.

Publications

Catholic Digest (Rev. W. Kaschmitter), PIO, GHQ, FEC, APO 500, Tokyo.
Christian Science Publishing Society (Gordon Walker), PIO, GHQ, FEC, APO 500, Tokyo.
Crowell-Collier Publishing Co.—No representative in Japan.
Far East Service, Inc. (Saiji Hasegawa), No. 5 Nishi, 2 Chome Ginza, Chuo-ku, Tokyo.
McGraw Hill Publishing Co. Ltd. (Alpheus W. Jessup), PIO, GHQ, FEC, APO 500, Tokyo.
Newsweek (Karl H. Bachmeyer), PIO, GHQ, FEC, APO 500, Tokyo.
North American Daily (Hokubei Mainichi) (M. Sawamoto), 15, 4 Chome Kudan Chiyoda-ku, Tokyo.
Omnibook Magazine—No representative in Japan.
Readers Digest Association (Dennis McEvoy), PIO, GHQ, FEC, APO 500, Tokyo.
Time Incorporated (Life Magazine) (Robert H. Garey), PIO, GHQ, FEC, APO 500, Tokyo.

Steamship Agents

A. P. Pattison & Co. Inc. (Henry Krabbenschmidt), Tokyo Hotel, Rm. 315, Tokyo.
American President Lines, Ltd. (J .E. Newlin), 137B Marunouchi Bldg. No. 2, 2 Chome, Marunouchi Chiyoda-ku, Tokyo.
American Steamship Agencies, Inc.—No representative in Japan.
Butterfield and Swire (Japan) Ltd. (M. Y. Fiennes), No. 7 Yamashita-cho, Yokohama, P.O. Box 183.
China Merchant Steam Navigation Co. (Chang King), 6 Tsukiji, 3 Chome, Chuo-ku, Tokyo.
G. F. Sharp & Co., Inc. (Myles S. Waterman), % U. S. Maritime Commission, APO 343, Yokohama.
Compagnie des Messageries Maritimes (C. Miollis), Tokyo Bank Bldg., Room 304, Kobe, Japan.

Steamship Agents—*Continued*

Cornes and Company, Ltd. (H. F. Vincent), % U. S. Maritime Commission, APO 343, Yokohama.
Dodwell and Company, Ltd. (J. P. Barnett), Tokyo Hotel, Room 431, Tokyo.
Everett Steamship Corp. (G. W. Colton), Tokyo Hotel, Room 309, Tokyo.
Griffith Transport Co. (E. J. Griffith), Teito Hotel, Room 201, Tokyo.
Isbrandtsen Company, Inc. (Henry Krabbenschmidt), Tokyo Hotel, Room 315, Tokyo.
Jardine, Matheson & Co. Ltd. (Manning L. Railton), Tokyo Hotel, Room 301, Tokyo.
Luzon Stevedoring Co. Inc. (Herbert H. Searl), Tokyo Hotel, Room 566, Tokyo.
Mackinnon, Mackenzie & Co. (China) Ltd. (D. L. M. MacFarlane, % U. S. Maritime Commission, APO 343, Yokohama.
Maerskline Limited (A. Laderriere), % U. S. Maritime Commission, APO 343, Yokohama.
Mollers (Hong Kong) Ltd. (R. G. Morse), Tokyo Hotel, Room 409, Tokyo.
Pacific Far East Line, Inc. (C. W. Evans), % U. S. Maritime Commission, APO 343, Yokohama.
Royal Interocean Lines (J. R. Van Osselen), Tokyo Hotel, Room 401, Tokyo.
Rymo Shipping Co. Ltd. (S. C. Sairs), 701 Chiyoda Bldg., 2 Chome, Kyobashi, Chuo-ku, Tokyo.
T. J. Stevenson & Co. Inc.—No representative in Japan.
United States Lines Co. (N. W. Gatrell), Tokyo Hotel, Room 413, Tokyo.
William Hunt & Co. (Karl Enz), 552 Kami-osaki, 2 Chome, Shinagawa-ku, Tokyo.

Miscellaneous

Aeronautical Radio, Inc. (E. T. Fridrich), Haneda Air Force Base, Bldg. A 21, Room 24, APO 226.
Columbia Records, Inc. (William Costello), PIO, GHQ, FEC, APO 500, Tokyo.
Edward T. Robertson and Son—No representative in Japan.
Great Northern Telegraph Co. Ltd.—No representative in Japan.
International Engineers, Inc. (J. Z. Reday), Tokyo Hotel, Room 309, Tokyo.
United Suppliers Association (A. D. Piepgras), % Northwest Airlines, Tokyo

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Newfoundland Trade Inquiries

St. John's, Newfoundland.—Importers and commission agents in this Colony are giving some consideration to the establishment of closer connections with Canadian exporters.

In an effort to assist such firms, the office of the Commercial Secretary for Canada in Newfoundland has undertaken to furnish lists of products required by reliable importers and commission agents for publication in *Foreign Trade*.

Canadian exporters interested in supplying any of the products listed should communicate with the Commercial Secretary for Canada in this city, indicating the products they are prepared to make available, and quoting the serial number shown below. The Commercial Secretary for Canada will then notify the firms in Newfoundland that have registered their requirements at his office. They will likely communicate with one or other of the Canadian exporters that has taken advantage of this service.

The second list of Newfoundland Trade Inquiries is published below. The first appeared in the January 1st issue of *Foreign Trade*.

Importers—

File IM 19—Foodstuffs; hardware; radios.

File IM 20—Foodstuffs; axes and hand tools; enamel-ware; aluminum-ware; rubber footwear; cotton work gloves; fleece-lined underwear; knitting yarns; woollen hosiery; oiled clothing; oilcloth; linoleum; bed springs and bedsteads; chairs and low-priced furniture.

File IM 21—Drygoods and piece-goods.

File IM 22—Low-priced ladies' dresses and coats; underwear; hosiery; shoes, notions and novelties.

DIRECTORY INFORMATION

The Foreign Trade Service head office directory, as well as the directory of Foreign Commercial Representatives in Canada appears in the last issue of *Foreign Trade* each month.

Inside Story of Canadian Trade Commissioner Service is Told

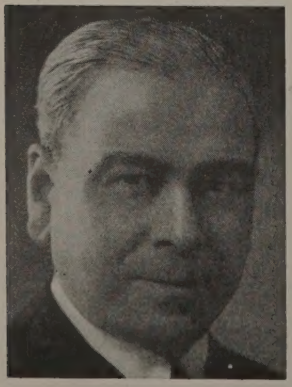
Radio program provides general outline of numerous duties performed on behalf of Canadian businessmen by their commercial representatives in foreign lands—C. S. Bissett, back from Venezuela, reports to George R. Heasman, Director of his Service.

(Editor's Note—The undernoted program is one of a series of radio documentaries, which will be broadcast at 7.15 p.m. (EST) today. It is reproduced through the courtesy of the Canadian Broadcasting Corporation and Percy Newman, the narrator.)

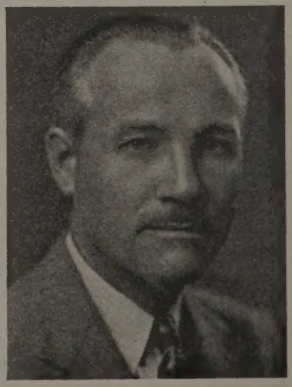
Narrator—This is about a Canadian who has just come back to his homeland after three years abroad. There's something out-of-the-ordinary about his homecoming, because this particular Canadian has been doing an out-of-the-ordinary job for his country. He's a Government Trade Commissioner. That makes him an important link in the world-wide organization we call our Trade Commissioner Service. The people in this service smooth the way for the flow of our products to other countries, and for products coming to our country. They also smoothed the way for a good deal of the two billion eight hundred million dollars worth of goods we Canadians sold outside Canada in the first eleven months of last year, and for the two and one-half billion dollars worth of goods we bought from other lands . . . A lot of money that, and a lot of goods . . . Now, this homecoming Canadian we're telling you about has just arrived in Ottawa. He's headed for the office of his chief, George R. Heasman, the man who directs the Trade Commissioner Service. We're lucky that the chief of this service and a trade commissioner have made themselves available for the recording of this program . . . A very busy civil servant, Mr. Heasman . . . He's at the nerve centre of that two-way service which provides vital information and advice on our international trade . . . Mr. Heasman is a very busy civil servant indeed . . .

Secretary—. . . Mr. Heasman, I've just put the morning mail in the basket. This cable from Cairo looks urgent . . . and so do these letters from our T. C.'s in Brussels, Bombay, Melbourne . . . And you asked me to remind you that our Trade Commissioner from Venezuela is due here this morning . . .

G. R. Heasman—Oh, yes, Cliff Bissett . . . By the way, I'll want that list of places he'll be visiting on his Canadian tour . . . And we'd better have those figures he asked for . . .



G. R. Heasman



C. S. Bissett

Narrator—Before the last war, Canada had trade representatives in twenty-five countries. She now has eighty trade representatives and assistants in thirty-six different countries. A regular network of our civil servants, strategically placed over the world, services our five and one-half billion dollar foreign trade. These trade representatives return to Canada periodically to keep up to date on the export and import requirements of our factories, farms, forests, mines and fisheries . . . Cliff Bissett is one of these trade representatives. Venezuela, where Trade Commissioner Bissett is stationed, is very prosperous. This country, on the northern coast of South America, produces oil in tremendous quantities . . . something like one million, three hundred thousand barrels a day. Most of it is exported and Canada bought eighty million dollars worth during the first ten months of last year . . . Venezuela is an important market for foodstuffs . . . particularly wheat flour . . . So the territory where Bissett works provides us with an interesting example of how our trade commissioner service operates . . .

Secretary—Mr. Heasman, here's Mr. Bissett.

G. R. Heasman—Hello, Cliff. How are things going in Venezuela?

C. S. Bissett—I'm very well thank you, George, and as for my territory as you know, there's no shortage of United States dollars in Venezuela. All that oil they're selling is paid for cash on the barrel head in dollars.

G. R. Heasman—Yes, Venezuela is certainly one country where our exporters have a minimum of exchange or import restrictions to contend with. What are our prospects for increased trade there next year?

C. S. Bissett—Well, I feel we could sell them a lot more foodstuffs. They have to import practically everything in this line. Of course, our competition knows this too . . . especially since it's a hard-currency market . . . We've been doing a pretty fair business in consumer goods . . . Things like felt hats, aluminum kitchen utensils, artificial silk fabrics . . . Then the oil industry has been using a good deal of barytes . . .

G. R. Heasman—How about machinery . . . and capital goods?

C. S. Bissett—They've been importing quite a lot of machinery and parts . . . all the way from sewing machines and electric motors to ships and motor vehicles . . . As a matter of fact, there's a market in Venezuela for just about anything Canada exports, in varying degrees of course . . .

G. R. Heasman—What are they doing in the way of manufacturing themselves down there?

C. S. Bissett—Well, their government is trying to diversify production. Their revenue, as you know, comes almost entirely from the oil industry, either directly or indirectly. Their National Development Corporation is making strenuous efforts to foster cattle raising, mining, and local manufacturing . . . I think there are great opportunities for Canadian business in this picture . . .

G. R. Heasman—Tell me, Cliff, how are shipping connections with Venezuela?

C. S. Bissett—We never have enough. At least that's the way we in the field look at it. But we do have direct connections. And now they have a small merchant navy. The Venezuelans got together with Colombia and Ecuador to form it. It's called the "Flota Gran Colombiana." Canadian-built ships already form part of this fleet, and more are in prospect. I'm hoping that some day they'll make direct runs between their ports and ours.

G. R. Heasman—This is all very interesting. Many of our exporters will want to hear about these developments . . . I notice you have Brantford on your tour . . . Some cattle exporters there want to have a talk with you . . .

25582—2

Narrator—And so Cliff Bissett, Canadian Trade Commissioner to Caracas, Venezuela, goes off on his tour of those centres of his own country where he'll meet manufacturers and farmers who must sell some of their goods and produce abroad . . . Maybe there's a market for them in Latin America, perhaps in Venezuela . . . At any rate, they want to hear what the prospects are down there . . . In the various centres, Trade Commissioner Bissett will receive the co-operation of the Chamber of Commerce, or the Board of Trade, or some provincial government body . . . One or other of them will accommodate him with an office . . . It will be announced that the Canadian Trade Commissioner from Venezuela will be there on certain days and he will talk out of his on-the-spot experience . . . One such place where he will stop over will be Brantford, Ontario . . .

Trade Commissioner Goes on Tour

C. S. Bissett—And now . . . to answer this gentleman's question about shipping cattle by plane to Venezuela. Air transport of cattle from Canada to Latin America has not been going on for long. But it has worked out very well . . . The livestock farmers who use this method find the advantages are speed of delivery; the trip is short so the animals don't lose weight . . . and it's a very clean way to ship cattle . . . Not so long ago a breeder near your Brantford district chartered a plane and flew twenty-nine head of his cattle down to Cuba . . . Seven hours later he and his herd landed at the Havana airport . . . He had timed the flight so that he would arrive during their agricultural exhibition . . . So he drove his cattle over to the exhibition grounds and milked them right in front of his prospective Cuban buyers . . . He didn't have any trouble selling them right on the spot for a good profit . . . Now, Mr. Robertson here mentioned his company has been expanding its farm machinery plant. There's a good field for several types of farm implements in Venezuela. The government is promoting agriculture through its National Development Corporation . . .

Narrator—The Trade Commissioner must be an up-to-the-minute encyclopedia on just about everything that has to do with our vast export and import business . . . When factories expand, he must be able to say whether markets can absorb more of their output, and what kind of product is sold by his competitors . . . He must be able to inform exporters to whom they should send catalogues, and on methods of shipment and payment, and on reliable import agents in the overseas country . . . perhaps the particular product will run up against trade mark or patent regulations . . . he must be up on such matters too . . . then there are the vital, and often changing, tariff regulations . . . local freight rates, port charges, storage facilities . . . The Trade Commissioner must impart all that endless variety of information which will give Canadian firms and individuals the know-how of foreign trading . . . And then there are those many people who are interested in selling their goods to us . . . and those Canadians who must purchase goods from other countries . . . The Trade Commissioner is like a traffic cop on a bustling two-way street . . . and the service he gives must be as sure and as rapid . . . Now, it isn't only the farmers and the manufacturers who have a stake in what other countries want to buy from us . . . The jobs of many Canadian workers in industry and on the land, in mines, in the forests, and in fishing fleets, are dependent upon the sale of Canadian products outside the country . . . Three out of every eight Canadians depend upon foreign trade . . Three out of eight . . . The farm hand who tends to the cattle bound for Latin America, for example, has a stake too in the international business of his farmer boss . . .

Farm Hand—Come on you guys, get out of those beds. We got to milk those cows that's flying to South America . . . Come on, out of it . . . Let's get those animals ready for ridin' in the air . . . Wouldn't you farm

Venezuela—Caracas, the capital, some three thousand feet above sea-level. The office of the Canadian Trade Commissioner is indicated by a circle.
Photo courtesy Departamento de Cartografia Nacional.

hands like to have a look at some of them senoritas they'll be seein' . . . Come on, let's go . . . if those Venezuelans like this lot the farm will soon be selling 'em plenty more . . . H-m-m-m-m-m, this place will have to hire extra help to handle this job . . . Gosh, all the places this country sells its stuff to now . . .

Narrator—Lumber, pulp and paper, asbestos, nickel, copper, seed potatoes, wheat, flour, canned fish, canned fruit and vegetables, textiles, shoes, motor vehicles, railway equipment, ships, machinery of all kinds . . . bound for Britain, United States, France, Belgium, Switzerland, Italy, the Middle East, Central Africa, South Africa, Madagascar, the Far East, Australia, New Zealand . . . Latin America . . . Three out of every eight Canadians depend on international trade . . . Three out of eight . . .

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G. R. Heasman—Well Cliff, how was the tour?

C. S. Bissett—It was really an eye-opener, almost a re-education. You must remember when I was last on tour the war was just over. Since then there has been such a complete change-over in our industry . . . The way it has expanded and increased, its diversity is amazing . . .

G. R. Heasman—I take it then, you saw a lot of new factories?

C. S. Bissett—Yes, I visited many plants and saw their products as they came off the line. Everybody was very co-operative. I had a good chance to meet many exporters who are interested in the Venezuelan market.

G. R. Heasman—Well, I am glad you found our exporters interested in your territory.

C. S. Bissett—They were indeed. Of course, Venezuela is a wonderful market. Most exporters I saw know it. I gave them reports on the competition they run into, and the future prospects for their products. I reported on their representatives, and their individual customers in my territory. Then, I was able to make personal contacts with people in many firms I had been corresponding with for the last three years. I have a much better picture now of their export programs for Venezuela.

G. R. Heasman—I gather you got quite a bit out of the tour?

C. S. Bissett—Definitely. There's really nothing like these tours, George. When we're in the field, thousands of miles away from Canada, much of our information comes from correspondence and newspapers, and what we receive from the department. On these tours we see it all for ourselves. We make personal contacts, and new possibilities immediately open up to us . . . You know, this makes us proud to be working for such a productive industry as we have here in Canada . . .

Conference in India Proposes the Basis For Marketing Agricultural Produce

Grading and quality control, marketing surveys, regulation of markets and co-operative marketing discussed by officials from central and provincial governments—Many important resolutions adopted.

By Richard Grew, Commercial Secretary for Canada

NEW DELHI, November 18, 1948.—Marketing officers from the central and provincial governments discussed problems concerning the marketing of agricultural produce in this country during a two-day conference here in October. Grading and quality control, marketing surveys, the regulation of markets and co-operative marketing were all considered. The conference was of more than routine importance, as it was called to review the changed marketing conditions since partition, which have affected such items as hides and skins, wool and eggs.

The conference recommended that legislation should be enacted to regulate the quality of exports. Pending the introduction of such legislation, the present grading scheme for tobacco and "sann" hemp should be extended to as many agricultural and animal products as possible, with preference for oilseeds and vegetable oils.

Another resolution recommended the publication by the Central Directorate of Marketing, by the end of 1949, of survey reports on 15 commodities, including millets, maize, pulses, mangoes, poultry, rice, milk, groundnuts and fish. Provincial marketing officers were advised to publish by the end of 1949 reports on the marketing of rice, milk, groundnuts and fish.

Legislation Advocated to Protect Interests of Farmers

To protect the interests of farmers, the conference recommended that the necessary legislation should be enacted. The important assembling markets should be regulated as soon as possible, and the administration of the Regulated Markets Act should preferably be entrusted to the provincial and state marketing officers. It was also resolved that in order to facilitate trading, pending the recommendation of the Indian Standards Institution concerning the general re-orientation of the Government of India's policy on weights and measures, provincial and state governments should undertake the following:

(1) enforce standard weights and measures by legislation, and create necessary machinery for enforcement within a period not exceeding five years;

(2) restrict the use of capacity and volume measures for trading only in liquids and semi-liquids, and permit the use of the Indian system only, i.e., maund (80 pounds), seer (2·2 pounds), chhatak (2 ounces), etc., for internal purposes, avoirdupois weights being restricted only to port towns in commodities entering the export trade;

(3) require that all prices should be quoted on the basis of prescribed units of weights and measures.

With a view to securing improvement in quality of agricultural produce, eliminating trade disputes and smoothing the operation of trade between distant markets, a resolution was passed recommending that steps be taken to prescribe standard contracts on an all-India basis for important staple commodities; to convene a conference of important trade associations interested in agricultural produce to consider the possibilities of a general adoption of standard contract terms by the trade associations on a voluntary basis and to discuss difficulties in enforcing all-India standard contracts in any particular region or regions; and to enforce the use of standard contract terms by legislation, as well as to try to secure the adoption of Indian standard contract terms for the export trade.

The conference also recommended that the provincial and state governments should give highest priority to the construction of all-weather roads in agricultural areas to facilitate movement of produce, popularize the use of pneumatic tires for bullock carts, and assist in the manufacture of country carts for transportation of produce. Rail transport and steamship authorities should introduce a unified rates policy for different classes of goods for the whole country, and provide ventilated and insulated wagons, as well as refrigerated transport, for perishable products.

To secure better returns to the cultivator and to reduce middlemen's profits, governments should encourage producers' co-operative societies for pooling, grading, processing and marketing of goods. Resolutions were adopted on the establishment of licensed warehouses and storage, and training of candidates for marketing work.

Revival of International Associations in Germany

Several countries, in an effort to improve their trade relations with Germany, are considering the use of the well-tried system of foreign chambers of commerce, established in foreign countries. German chambers of commerce have been re-established in Australia, Belgium, Brazil, Chile, Italy, Switzerland and the United States. A Turkish-German chamber of commerce at Istanbul is planned, while counterparts have already been founded in Germany.

Commodities Branch Created in Foreign Trade Service Here

Functions of Export and Import Divisions will be more closely co-ordinated under William Frederick Bull, as Director—Transportation and Communications Division, Export Permit Branch, Timber Control and Priorities Branch also included in new administrative set-up.

W. F. Bull

FUNCTIONS of the Export and Import Divisions, within the Foreign Trade Service, will be more closely co-ordinated under Mr. W. F. Bull, who has been appointed Director of the Commodities Branch. While each division will continue its respective services to exporters and importers, it is realized that the increasing complexity of international trade involves problems common to both. Commodity officers in each division will be required, therefore, to familiarize themselves with all problems concerning their commodities, and to furnish businessmen with information based on more comprehensive commodity surveys at home and abroad.

The Transportation and Communications Division and the Export Permit Branch will also be responsible directly to Mr. Bull. Operations of Timber Control and the Priorities Branch, which were formerly under the Department of Reconstruction and Supply, will in future be under his overall direction. These sections will now be more closely associated with the Export and Import Divisions, thereby providing for an administrative branch with wider responsibilities.

Department Reorganized After War

When, following the conclusion of hostilities, the Department of Trade and Commerce was reorganized, and a Foreign Trade Service was established, the commercial community was provided with more extensive assistance by a number of specialist officers. This was rendered necessary by reason of the postwar problems that made more difficult the transaction of trade along previous traditional lines, when currencies were more readily convertible and a multilateral pattern prevailed. One of the most radical developments was the creation of an Import Division, believed to be the first established by any country, in an effort to stimulate the flow of goods from other lands, thereby assisting Canadian industry to secure raw materials not available at home, and helping foreign countries to obtain funds with which to purchase more commodities from Canada.

The imposition of import controls and other restrictions confronted Canadian businessmen, in company with those of other exporting countries, with additional problems, the partial solution of which could be secured only through government intervention. This placed additional burdens on the Department of Trade and Commerce.

Following the creation, in November, 1947, of an Emergency Import Control Branch, Mr. Bull surrendered most of his responsibilities as Director of the Export Division on being appointed Director of the Import Allotment Division in this new branch, though he continued as Chief of the Export

Permit Branch. With his appointment as Director of the Commodities Branch, Mr. Bull has relinquished his position with the Import Control Branch.

Mr. Bull was born at Weston, Ont., on December 31, 1903, being educated there and in Toronto, where he secured a Bachelor of Commerce degree from the University of Toronto in 1928. He joined the Canadian Trade Commissioner Service in 1929, and was posted to New York in September of that year as an assistant trade commissioner. Mr. Bull was transferred to Port of Spain, Trinidad, in July, 1931, and was promoted trade commissioner in that post in April, 1935. He was moved to Auckland, New Zealand, as trade commissioner, in December, 1936, remaining there until December, 1941, when he became assistant chief of the Export Permit Branch of the Department of Trade and Commerce, in Ottawa. In May, 1943, Mr. Bull was appointed commercial attache at the Canadian Embassy, in Washington, D.C., remaining there until August, 1945, when he was brought back to Ottawa to assist in the reorganization of the Department, being appointed Director of the Export Division, Foreign Trade Service, and Chief of the Export Permit Branch.

South African Census Indicates Marked Industrial Expansion

Preliminary returns for 1945-46 show 11,351 industrial establishments, with a fixed capital of some £186,785,000—Annual wage bill totalled £105,455,000 for 519,671 employees—Employment increased in all provinces.

By S. V. Allen, Commercial Secretary for Canada

JOHANNESBURG, October 11, 1948.—Marked expansion in the industrial development of South Africa is indicated by preliminary census returns for 1945-46. This survey covered 11,351 industrial establishments, with a fixed capital of some £186,785,000 and an annual wage bill of £105,455,000 for 519,671 employees. Of the workers, 178,543 were of European racial origin.

The most significant development took place in those allied with or supplying to the building, transportation and engineering trades. The number of firms classified as "vehicle manufacturers" showed the greatest actual increase in number, from 1,736 in 1944-45 to 1,898 in 1946. Building and contracting establishments were next with an increase of 148 firms, followed by: metal working, 65; building stone and clay manufacturers, 37; wood-working, 18; and furniture, 9. The number of manufacturers of consumers' goods were not appreciably higher than for the previous survey, and in a number of cases small decreases were recorded.

South African Industrial Growth

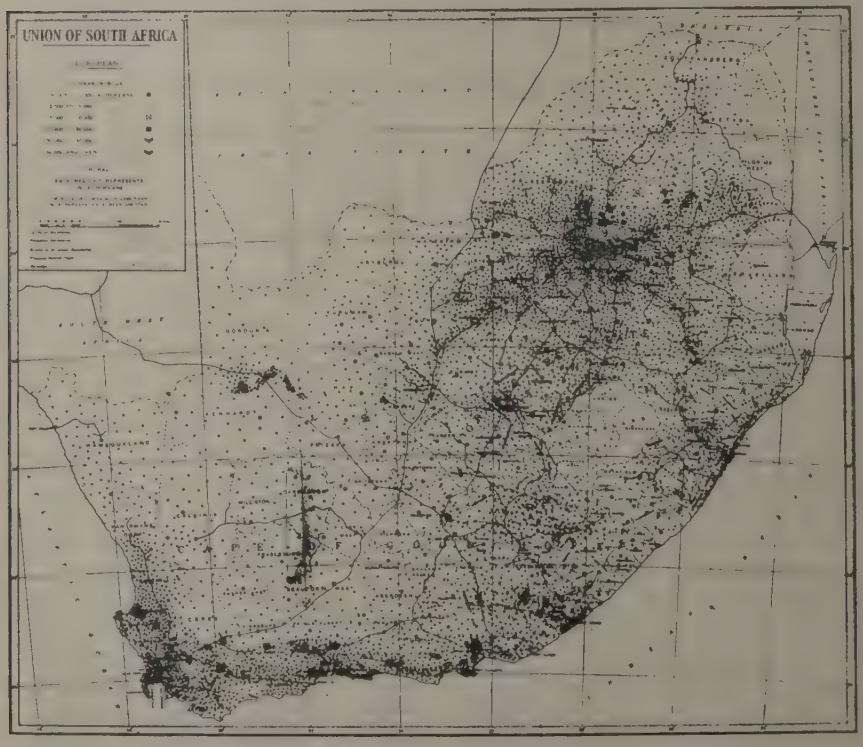
	Establishments	Employees	Property	Machinery, plant and tools	Salaries and wages	Gross output
	No.	No.	£1,000	£1,000	£1,000	£1,000
1915-16	3,998	101,178	11,775	15,777	8,913	40,435
1921-22	7,055	170,951	20,008	27,861	20,130	79,446
1939-40	10,256	360,456	49,019	71,271	46,079	216,700
1944-45	10,877	488,661	69,992	100,122	94,204	375,344
1945-46	11,351	519,671*	76,919	109,868	105,455	408,038

*Of these, 178,543 were of European racial origin.

Of the establishments recorded for 1945-46, 10,885 are classified as "private industrial" concerns which are located as follows: Transvaal, 4,551; Cape Province, 3,832; Natal, 1,560, and the Orange Free State, 942. The figure for the Orange Free State represents an increase of 101 over the previous industrial census or about 12·5 per cent. The corresponding increases in the number of new concerns in the other provinces were: Cape Province, 167 or 4·5 per cent; Transvaal, 173 or 4 per cent; Natal, 39 or 2·6 per cent. The higher increase recorded for the Orange Free State is explained in part by the establishment of firms connected with the extended gold mining operations in that area during the 1945-46 period.

Employment Increased in All Provinces

Corresponding increases in the number of new employees were recorded for all provinces, although employment figures for the Transvaal, in which 45 per cent of the industrial working population and most of the heavy industries are located, showed the greatest actual increase over the 1944-45 census figures. In private industrial establishments, the increase in employees totalled 25,544, of which 10,547 were classed as European. An increase of 40 per cent in European employees is significant considering the 1:4 ratio of the white population to the non-European in the Union's whole population, and a ratio of about 1:3 in the employees of European and non-European covered by the survey. Detailed figures covering employees in private industry also reveal little change in the number or proportion of women so employed. Of the total of all races in employment in 1945-46, 13·3 per cent were women, a figure that has remained fairly constant for years.



South Africa—Map indicating distribution of population.

Private industry's total salary and wage bill increased by over 10 per cent, from £80,321,000 in 1944-45 to £89,638,000 in 1945-46. Salaries and wages paid European and non-European wage-earners in 1945-46 amounted to £54,814,000 and £34,824,000 respectively. No significant change in the proportion of the national wage bill paid to the two sections of the population took place. In both 1944-45 and 1945-46, the European population, constituting approximately 32 per cent of the employees in firms surveyed, received 62 per cent of the total salaries and wages.

Exhibits of Foreign Countries Aroused Much Interest at Bari Trade Fair

Space for over 3,000 exhibitors provided in some forty pavilions—Majority of displays entered by firms in Northern Italy—Nineteen foreign countries represented either officially or by commercial firms.

By A. P. Bissonnet, Assistant Commercial Secretary for Canada

ROME, November 26, 1948.—Exhibits of foreign countries aroused much interest at the Bari Trade Fair, some forty pavilions at which provide space for more than 3,000 exhibitors. Most of the displays were entered by firms in Northern Italy, which took this opportunity of showing their available wares to the agricultural south, representing for the most part the textile, electrical, agricultural machinery, chemical and automobile industries.

Foreign countries, represented officially or by commercial firms, were: Algeria, Austria, Belgium, Czechoslovakia, Denmark, France, Greece, Morocco, Norway, Netherlands, Philippines, Poland, Sweden, Switzerland, Tunisia, Turkey, the United Kingdom, the United States and Yugoslavia.

The Yugoslav stand was faced with logs which signified the nature of the display inside, and the keen interest that country has in the Mediterranean timber market. A good variety of finished softwood and hardwood, plywood and veneers was displayed. Also shown were items in Yugoslav chemical and mineral production, handicrafts, and some manufactured articles which Yugoslavia has for export.

Poland was another "curtain" country which had an impressive display of products to offer. It must be admitted, however, that for Poland to show textiles to the Italians seemed somewhat analogous to showing aluminum or wheat to Canadians. However, bearing in mind the general Mediterranean area interest in the fair, such a display may not appear so futile.

United States Exhibit Devoted to ERP

Other countries had equally interesting and perhaps more genuine displays. The Netherlands stand was excellent. The United States exhibit was entirely devoted to an information display on ERP. The Turkish stand was mostly a display of that country's agricultural products. The United Kingdom did not exhibit officially, but the British European Airways had a stand.

The fair was open to the public, but no figures are available as to the actual attendance. In the south of Italy, the annual occasion of the Bari Fair is an event of considerable economic importance. This year, at the same time as the fair, a meeting took place attended by Italy's foremost economists, industrial, and government leaders, as well as the local ECA chief of mission. The main topic discussed was the economic restoration and rehabilitation of the south of Italy.

Passengers and Cargo Carried by Airlines in Australia Increased

Total of 1,036,895 passengers utilized air facilities in 1947, an increase of 60 per cent over that for 1946—Freight, in same period, increased by 118 per cent to 18,446 tons—Trans-Australia Airlines record reduced operating loss.

By M. R. M. Dale, Assistant Commercial Secretary for Canada

(Editor's Note—This is the last in a series of articles on economic conditions in Australia during the first eight months of 1948, prepared for *Foreign Trade*. The others appeared in the December 25th, 1948, and January 8th, 1949, issues.)

SYDNEY, September 13, 1948.—Marked expansion occurred in the utilization of air services in Australia during 1947. A total of 1,036,895 passengers were carried, an increase of 60 per cent over the 1946 figure. Freight, totalling 18,446 tons, represented an increase of 118 per cent for the same period. The number of miles flown, amounting to 28,959,157 miles, was 49·4 per cent over that flown in the previous year. A general reduction in air passage fares was effected on all lines during the year.

British Commonwealth Pacific Airlines began to operate its own Skymasters on the trans-Pacific service to the United States and Canada on April 25.

The contract under which Australian National Airways operated for British Commonwealth Pacific Airlines expired and it was stated officially that Australian National Airways would not be permitted to operate a commercial service between Australia and other countries, unless a specific agreement was reached between the government under which flag it flew and the Australian Government. Australian National Airways are challenging the act's validity in the courts and have publicly stated their intention to operate a world air service. Quite recently Australian National Airways acquired a controlling interest in Cathay Pacific Airways Ltd., to be renamed Cathay Airways, and the subsidiary will operate international services between Hong Kong, Siam, the Philippines, Borneo and Darwin.

Australian National Airways Pty. Ltd. also have announced their plan to operate a service to transport migrants from Europe to Australia on a private charter basis. When the plan is in full operation, it is expected that twenty trips a month will be made, resulting in a steady flow of migrants at a rate of six hundred per month. This plan has received the approval of the Department of Civil Aviation and is expected to commence almost immediately.

International Air Transport Conference Held in Sydney

Eleven airlines of nine countries were represented at the International Air Transport Conference held in Sydney on March 9. The principal task of the delegates was to examine the ramification of international airline operation and establish standardization wherever possible. The correlation was extended to airlines in all three International Air Transport Association zones so that uniform world airline operation is now established.

Trans-Australia Airlines, the operating body for Australian National Airlines Commission, has been authorized by an amendment to the Australian National Airline Act (passed December, 1947) to operate interstate services in any state which has previously referred air transport powers to the Commonwealth.

Trans-Australia Airlines recorded, for the year ended June 30, 1948, an operating loss of £278,000, which was considerably lower than the loss of the previous year which was £506,000. A spokesman indicated that the government was quite satisfied with the year's operations and maintained that the loss incurred was due to an unexpected rise in aerodrome fees imposed by the government on all airlines. This cost Trans-Australia Airlines £140,000. The implementation of a 40-hour week, along with the rise in the cost of wages, also tended to boost costs. Trans-Australia Airlines officials expressed an opinion that the succeeding year would show a profit in operations.

Trans-Australia Airlines has purchased five twin-engined, forty-passenger Consolidated Vultee Corporation "Convairs" for use on internal domestic lines.

Considerable interest was shown in the announcement that Canadian Pacific Air Lines was planning the operation of a regular service from Canada to Australia. It would appear, however, that the Australian Government would prefer that this company co-operate in the established British Commonwealth Pacific Airlines, rather than establish an independent service.

Federal Government subsidy to Trans-Australia Airlines for carriage of mail has been increased to £300,000 from £103,000 for last year. It is expected that Australian National Airways will require £103,000. Government figures indicate that there has been a steady decline in airmail since the end of the war.

Ceylon Introduces Six-Year Plan For Development of Dominion

Project would provide diversification of industries and relieve increasing strain on economy, due to shrinking export market and high cost of food imports—Many other items covered by government proposals.

(One rupee equals approximately 33 cents Canadian)

BOMBAY.—(FTS)—A six-year plan of agricultural and industrial development is being undertaken by the Ceylon Government from 1947-48 to 1952-53. These long-term plans are designed to provide diversification of industries and to relieve the increasing strain on the country's economy due to the shrinking market for exports and the high cost of food imports.

The agricultural plan provides for an intensive and scientific cultivation of existing farm areas in the wet zone and the development of some 131,000 acres out of a total of approximately 3·25 million acres of cultivatable waste land in the dry zone under various colonization schemes. Suitable crops have been determined by experimentation and include rice, cotton, tobacco, gingili and sugar.

In the industrial field, the aim is to make as much as possible of the goods which are now being imported. The basic industries, such as steel and cement, and those which provide the necessities of life will be state-owned. In the non-basic industries, the government will welcome investment, both local and foreign, provided the most modern methods are used in the development of the country's resources. To assist private industry, the government proposes to establish industrial research centres and pilot factories, and to provide such additional assistance as is necessary.

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At present there are ten factories owned and managed by the government. A number of these, including those producing glass, coir, plywood, leather, paper and ceramics, are to be reorganized. Also a sum of Rs.128·3 million has been set aside to start nine other factories. The production of cement, caustic soda, hydrogenated coconut oil, textiles and paper are completed in the planning stage.

Encouragement is also given to the cottage industries to supplement both the large-scale industry of the country and to provide slack season employment for the farms. Capital, labour and power are, or will be, available to develop this industrial program. The difficulties are a shortage of technically trained personnel and supplies of modern machinery.

Many Developments Proposed by Government

Other announcements of interest were the following proposals: To send experts abroad to find the best sources of supply for Ceylon's requirements; to establish trade representatives in various parts of the world; to expand the facilities of the Government Tourist Bureau and attract tourists; to encourage Ceylonese to enter the export trade—at present 90 per cent of Ceylon's exports are handled by non-Ceylonese; to provide legislation to ensure a higher percentage of participation by the nationals of the country in trade, commerce, and industrial activities as regards management, labour and finance (this will be done as soon as the Ceylon Citizenship Bill and connected bills are passed); to modernize the port of Colombo to avoid entire dependency on lighterage facilities for handling passengers and cargo; to expand air services; to establish a small navy, army and air force; and to establish a reserve bank.

Ceylon's first Dominion budget, covering the fiscal year October 1, 1948, to September 30, 1949, was presented in the House of Representatives on July 20, 1948. It is considered to be the first attempt at a co-ordinated economic program for the country. There has been no fundamental alteration in taxation, the tax structure and expenditure pattern being much the same as before.

It is estimated that Ceylon will begin the fiscal year 1948-49 on October 1, 1948, with a total reserve and unappropriated surplus of Rs.104 million. The estimated revenue for the year 1948-49 is Rs.534·8 million and the expenditure Rs.530·3 million. It is interesting to note that the total national debt of the Island is less than one year's revenue.

The government has fixed a ceiling value of Rs.850 million beyond which licences will not be issued to import goods. Imports have been broken up into different groups according to the monetary area from which they come. A total of Rs.100 million have been allocated to the dollar area. Minor adjustments have been made in certain import duties with a view to: (*a*) providing assistance to local industries; (*b*) removing a few anomalies from the existing schedule of import duties by breaking down omnibus items that contained essential, semi-essential and luxury goods into specific items; and (*c*) changing certain duties from an ad valorem basis to a rated basis because of the difficulty of ascertaining local market values.

Good Potato Crop Grown in Bizonia Last Year

Frankfurt, September 25, 1948.—(FTS)—The potato harvest in the Bizone of Germany is assessed at approximately 20 million tons for 1948, as compared with 13 million tons last year. About 11 million tons are required for direct distribution to consumers. Of the remainder, five million tons are earmarked for the fattening of pigs for the first time since the war, two million tons as seed potatoes and two million tons for the production of starch.

Adverse Trade Balance of Malaya Reflects Limited Local Output

Postwar demand for imported commodities is abnormal but production for export handicapped—United States leading supplier to Malaya and also chief purchaser of her products —Exports to Canada and India reduced—Imports of Canadian products well maintained in view of import controls.

By Paul Sykes, Canadian Government Trade Commissioner

(One Straits dollar is approximately equal to Can.$0.47)

SINGAPORE, September 16, 1948.—Malayan foreign trade returns continue to reflect the abnormal postwar demand for imported commodities and the country's inability to produce sufficient goods for export to match the value of purchases from abroad. During the first six months of 1948, imports into Singapore and the Federation of Malaya were valued at $905,155,542 as compared with an export figure of $809,247,108, the adverse balance thus amounting to $95,908,434. Both import and export values are considerably higher than during January-June, 1947, while the adverse trade balance increased appreciably.

These trends can, however, be regarded as a reflection of current conditions, where large quantities of consumer goods and industrial equipment and materials are still in keen demand and exports remain below normal, owing to a number of obstacles which limit production and to a continued shortage of goods for re-export from the Netherlands East Indies and other areas for which Singapore acts as a collection and shipping centre.

The following figures of imports into Malaya during January-June, 1947 and 1948, are of interest as an indication of current trends in the purchase of consumer goods in this territory and of the fluctuations in the entrepot trade of Singapore and other Malayan ports:

Imports into Malaya, by Principal Countries

	Jan.-June, 1947	Jan.-June, 1948
	(000 omitted)	
Netherlands East Indies	$138,655	$170,263
United Kingdom	120,832	155,648
United States	51,599	112,839
Siam	67,819	79,437
Burma	16,347	65,989
China	72,955	55,395
Australia	42,623	45,067
Sarawak	23,767	35,597
Hong Kong	34,254	24,190
Mauritius	9,196	22,760
India	21,944	15,171
French Indo-China	4,729	11,517
Belgium	6,911	11,276
Canada	10,531	10,283
Other	66,914	89,724
Total	$689,076	$905,156

The foregoing figures, apart from the overall increase over 1947, are noteworthy mainly for the large increase in the value of imports from the United States and Burma. In the former instance the goods involved included a wide range of industrial materials, machinery and foodstuffs,

while in the latter the trade was mainly in rice. Imports from the United Kingdom expanded considerably, while there was some improvement in purchases for re-export of rubber, oils, etc., from the Netherlands East Indies. Imports from China, Hong Kong and India meanwhile declined to some extent, owing largely to a shortage of supplies in these countries of the type of goods which are in the keenest demand in Malaya at the present time.

Exports to Canada and India Lower

Reviewing Malaya's exports to principal markets, the outstanding feature has been the large increase in the sales of rubber, tin and other items of local produce to the United States and, although imports from the United States have increased at a more rapid rate than exports thereto, the favourable balance (and the net amount of dollars earned) in January-June, 1948, stood at $90,000,000. Export values for the Netherlands East Indies, Germany, France, Siam, Australia, Soviet Russia, the Netherlands, Sweden and Sarawak also showed considerable improvement. It was only in the case of Canada and India that export values showed any marked decline.

Details of exports from Malaya to principal markets during January-June, 1947 and 1948, are as follows:—

Exports from Malaya to Principal Markets

	Jan.-June, 1947	Jan.-June, 1948
	(000 omitted)	
United States	$196,407	$244,684
United Kingdom	109,395	112,034
Netherlands East Indies	62,741	86,932
Germany	3,283	26,933
France	21,035	25,818
Hong Kong	25,960	24,924
Siam	5,967	24,147
Canada	33,383	23,091
U.S.S.R.	11,267	22,322
Australia	12,734	21,695
India	28,211	20,564
Italy	17,858	18,376
Netherlands	7,396	18,294
Sweden	10,158	17,285
Sarawak	10,931	15,362
Other	98,337	106,786
Total	$655,063	$809,247

A corresponding review of Malaya's trade by commodities during the first half of 1948 is impossible owing to the lack of detailed data for 1947. It may still be of interest to record the value of imports and exports of principal commodities during this period as an indication of current demand for goods produced elsewhere and the limited variety of local exports, which have traditionally been made up to a great extent of rubber and tin. Most other exports, in fact, represent re-export trade to the Netherlands East Indies and other adjacent territories.

Canadian Sales Well Maintained Despite Import Controls

Canadian-Malayan trade during January-June, 1948, as compared with the same period in 1947, shows an almost identical figure for imports of Canadian products and a heavy decline in shipments from this territory to the Canadian market. The figures are as follows: Imports from Canada in 1948, $10,283,000, (1947, $10,530,000); exports to Canada in 1948, $23,091,000 (1947, $33,383,000). It is impossible to analyze this position in any detail, but it can at least be estimated that the decline in the value of exports to Canada is largely due to a falling-off in the trade in crude

Singapore—Harbour scene, from the office of the Canadian Government Trade Commissioner. The Inner Harbour, enclosed by a breakwater, is the anchorage for auxiliary craft and inter-island (coastal) craft, while the Outer Harbour is an ideal anchorage for ocean-going vessels. Canada's exports to Singapore and the Federation of Malaya were valued at $8,490,000 in the first eleven months of 1948, compared with $6,775,000 in the corresponding period of 1947. Canadian imports were valued at $20,300,000 and $14,968,000, respectively, in the same periods.

rubber. The point may be made at the same time that the maintenance of Canadian sales to the Malayan market during a period when controls have been progressively intensified is an indication of the resumption of prewar imports of several Canadian products which were unobtainable in 1947 and the increased or resumed purchase of Canadian machinery, paper, fertilizers, electrical equipment and similar articles which are required for industrial and similar purposes and for which import licences are accordingly available.

Malaya's Imports and Exports, by Principal Commodities

January-June, 1948
(000 omitted)

Imports	Value	*Exports*	Value
Grain and flour	$170,341	Rubber	$426,786
Miscellaneous food and drink	138,968	Tin	101,459
Cotton goods	107,861	Oil seeds, etc.	57,478
Rubber	86,805	Cotton goods	49,197
Oils, fats and resins	70,112	Oils, fats, etc.	40,173
Oil seeds, etc.	42,089	Miscellaneous food and drink	39,072
Vehicles, etc.	35,389	Grain and flour	19,135
Drink and tobacco	35,000	Drink and tobacco	10,819
Miscellaneous mfd. goods	27,653	Other	65,128
Chemicals, drugs, dyes, etc.	23,142		
Textiles other than cotton	22,262	Total	$809,247
Machinery	18,752		
Iron and steel manufactures	17,198		
Earthenware, glass, etc.	14,715		
Electric apparatus	14,189		
Paper	10,644		
Apparel	10,326		
Other	59,710		
Total	$905,156		

Singapore's growing importance as a centre of air traffic in the Pacific is illustrated in a recent statement issued by the Department of Civil Aviation. Local airfields handled 840 civilian planes during January, 1948, whereas in July the comparable figure was 1,336. Traffic returns for January-June show passenger departures numbering 15,458, arrivals of 17,799, and transients of 4,100. Mail received totalled 157,085 pounds and that despatched amounted to 200,889 pounds. Freight traffic was 388,000 pounds and 250,000 pounds respectively.

Efforts Being Made to Develop Timber Resources

Several official and industrial interests in Malaya have recently been studying the question of intensified exploitation of Malaya's timber resources and the outlook for developing exports of domestic woods. Malaya possesses valuable stands of a variety of hardwoods but, as in other eastern or tropical countries, their development is tedious and expensive owing to the diffusion of the stands of the more valuable types.

Initial attempts have already been made to build up an export trade in local woods to the Australian market, but preliminary results indicate that current prices are too high to permit of regular business on any scale. This is due mainly to the high labour costs, which are a serious handicap to industrialization. The industry may still show some progress in supplanting imported sources of supply for various local requirements and in finding export markets for veneer woods and other special grades.

Barbados Expects Record Sugar Crop

Port of Spain, November 15, 1948.—(FTS)—Estimates of the next sugar crop range as high as 180,000 tons, as against 78,000 tons for the previous crop, providing the largest sugar harvest in many years. Coming at a time when sugar prices are high, it will assist the island's economy. Heavy rains, which have aided in producing this record output, have also resulted in a large crop of ground provisions, eliminating the serious shortage caused by the long drought.

Production of Livestock Greatly Increased in Great Britain

London, December 21, 1948.—(FTS)—The hog population of Britain has risen by more than 800,000, and that of poultry by 15,000,000. The number of dairy cattle is increasing and milk production has been breaking records. Beef cattle are more numerous and the flocks of sheep and lambs are recovering from losses of the 1946-47 winter and wartime reductions. An increase of over 250,000 acres of tillage area in 1948 was recorded, with a resultant increase in feedstuffs and other crops, the outstanding achievement being a record potato crop.

The number of agricultural tractors produced in the third quarter of the year set a new record, being nearly double that of last year and over ten times the prewar rate. Similar records have been set in the manufacture of combine-harvesters, potato spinners and milking machines. Meanwhile, a return to the land is in progress and the total regular labour force on farms now exceeds 1,100,000.

Efforts towards an increase in agricultural production of 50 per cent above prewar are considered most encouraging. Especially since the objective is increased domestic livestock production in order to reduce imports of this more expensive foodstuff. Plans to increase the agricultural output by £100,000,000 by 1952 involve expansion of cultivated area in England and Wales to 11,500,000 acres.

*Canadian Trade with China, Japan, Hong Kong and the Philippines

Exports

Country	Twelve Months Ended October					
	Average 1935–39		1947		1948	
	Value $'000	Per cent	Value $'000	Per cent	Value $'000	Per cent
China	3,926	13·5	36,941	63·0	26,608	56·2
Japan	21,851	75·4	966	1·6	4,486	9·5
Portuguese Asia	1	[2]	196	0·3	53	0·1
French East Indies	81	0·3	750	1·3	472	1·0
Hong Kong	1,651	5·7	5,444	9·3	8,111	17·1
Philippine Islands	1,464	5·1	14,157	24·2	7,552	16·0
Korea	3	[2]	148	0·3	31	0·1
TOTAL	28,977	100·0	58,602	100·0	47,313	100·0

Imports

Country	Twelve Months Ended October					
	Average 1935–39		1947		1948	
	Value $'000	Per cent	Value $'000	Per cent	Value $'000	Per cent
China	3,279	34·7	2,523	21·1	3,786	27·1
Japan	4,660	49·3	130	1·1	1,611	11·5
Portuguese Asia	[1]	[2]	Nil	...	Nil	...
French East Indies	125	1·3	1	[2]	4	[2]
Hong Kong	832	8·8	896	7·5	1,806	12·9
Philippine Islands	556	5·9	8,393	70·3	6,752	48·4
Korea	[1]	[2]	Nil	...	Nil	...
TOTAL	9,452	100·0	11,943	100·0	13,959	100·0

[1] Less than $1,000. [2] Less than one-tenth of one per cent.

***This territory, for trade statistical purposes, includes:**

China—China, the dependencies of Manchuria, Mongolia, East Turkestan, and Tibet, also the adjacent islands of Hainan, etc., Weihaiwei, Kiaochow, Kwangohow, Port Arthur and Dairen.

Japan—Japan, Formosa, the Nansei (Luchu), Kuriles, Bonin and Pescadores Islands, and the southern part of Sakhalin Island.

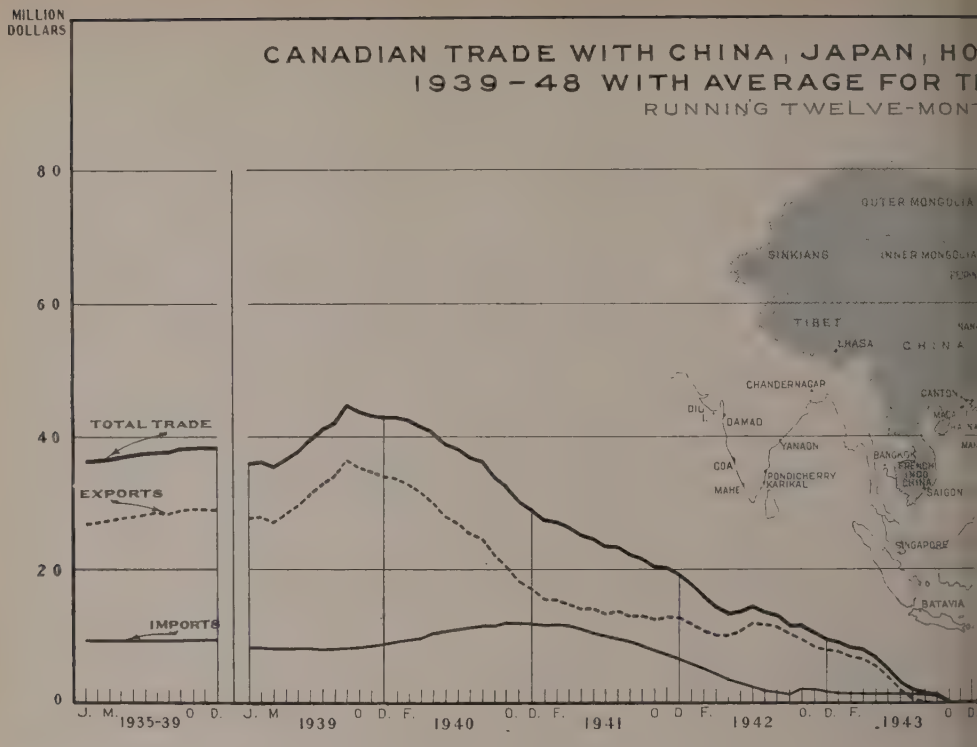
Portuguese Asia—Settlements of Damao, Diu and Goa, on the west coast of India; Macao Island, off the coast of China; and Timor Island (part).

French East Indies—Settlements of Pondicherry, Karikal, Chandernagar and Yanaon, on the east coast of India; settlement of Mahe, on the west coast of India; and possessions in Cochin-China and Cambodia, Tonking, Laos and Annam; Farther India, including the districts of Luang Prabang, Maluprey, Barsak, Battambong, Sien Rap, and Sisophon, and four ports on the Mekong held in perpetual lease from Siam.

Hong Kong.

Philippines.

Korea.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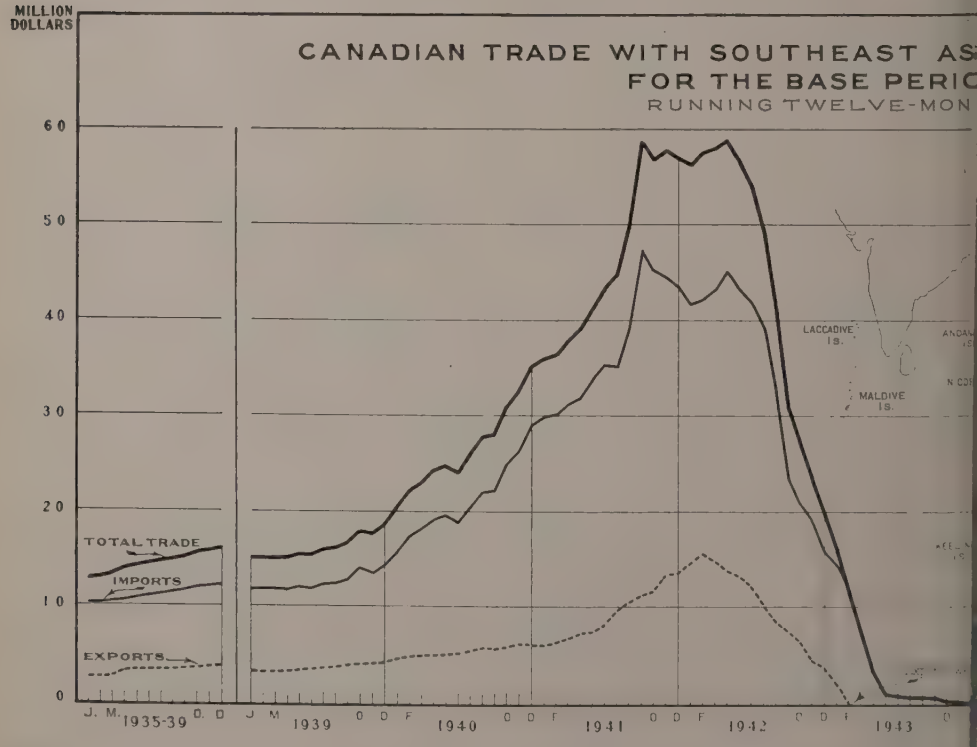
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Prepared by Dominion Bureau of Statistics

AND THE PHILIPPINES
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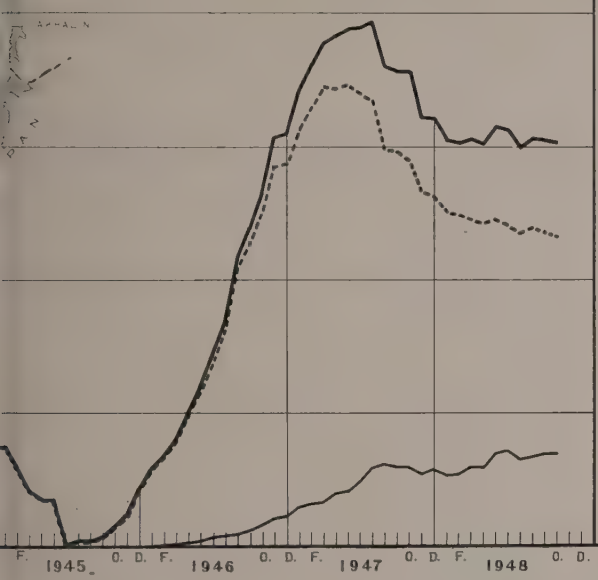
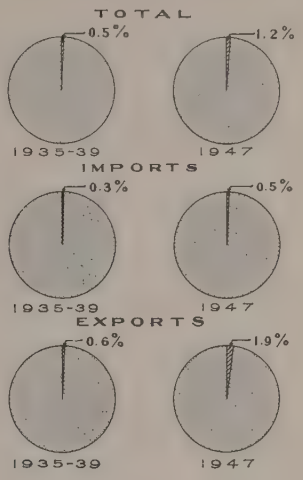


RELATIVE PROPORTIONS OF TRADE
WITH
CHINA, JAPAN, HONG KONG AND THE PHILIPPINES
TO
TOTAL CANADIAN TRADE
AVERAGE FOR THE BASE PERIOD 1935-39
COMPARED WITH
LATEST COMPLETED CALENDAR YEAR



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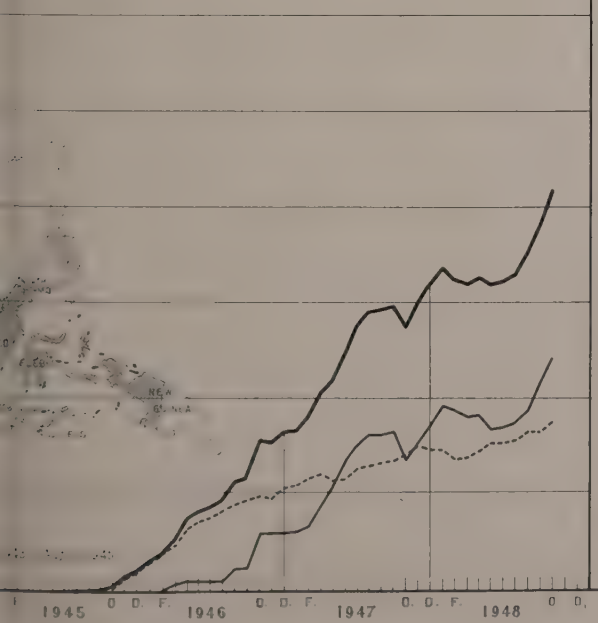
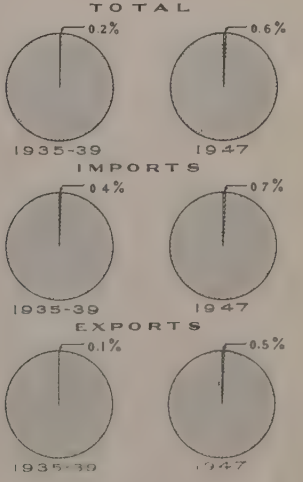


RELATIVE PROPORTIONS OF TRADE
WITH
SOUTH EAST ASIA
TO
TOTAL CANADIAN TRADE
AVERAGE FOR THE BASE PERIOD 1935-39
COMPARED WITH
LATEST COMPLETED CALENDAR YEAR



*Canadian Trade with Southeast Asia

Exports

Country	Twelve Months Ended October					
	Average 1935–39		1947		1948	
	Value $'000	Per cent	Value $'000	Per cent	Value $'000	Per cent
Malaya	2,077	58·2	6,704	50·5	9,268	54·3
Other British East Indies	5	0·1	10	0·1	16	0·1
Netherlands East Indies	1,464	41·0	6,153	46·3	7,248	42·5
Siam	21	0·6	412	3·1	524	3·1
TOTAL	3,567	100·0	13,279	100·0	17,056	100·0

Imports

Country	Twelve Months Ended October					
	Average 1935–39		1947		1948	
	Value $'000	Per cent	Value $'000	Per cent	Value $'000	Per cent
Malaya	10,861	92·0	13,332	98·6	22,280	91·8
Other British East Indies	74	0·6	1	[1]	81	0·3
Netherlands East Indies	790	6·7	157	1·2	1,838	7·6
Siam	85	0·7	36	0·3	80	0·3
TOTAL	11,810	100·0	13,526	100·0	24,279	100·0

[1] Less than one-tenth of one per cent.

***This territory, for trade statistical purposes, includes:**

Malaya—Singapore and the Federation of Malaya, Malaya, Perak, Selangor, Negri Sembilan, Pahang, Johore, Kedah, Perlis, Kelantan and Trengganu, Malacca, Penang and Province Wellesley.

Other British East Indies—Keeling Islands, Laccadive, Maldive, Andaman, Christmas and Nicobar Islands, Sarawak, Brunei, North Borneo, Labuan and other smaller possessions.

Netherlands East Indies—Java and Madura; Bali, Banda, Borneo (except North Coast), and the Anambas Islands, Laut, Natuna, etc. (except Labuan), adjacent to Borneo; Celebes, and the islands of Bintang, Pangansane, Sangir, Siao, etc., adjacent to the Celebes; Flores, Lombok, the Molukkas (including Amboina, Ceram, Gilolo, Buru, Ternate, etc.), New Guinea, Solar, Sumba (Sandalwood), Sunbawa; Sumatra and the islands of Banca, Billiton, Bintang, Karimata, Riau-Lingga Archipelago, Sinkop, etc., off the east coast of Sumatra, and Engano, Mego, Nias, Pagai, etc., off the west coast of Sumatra, Timor Island (part); and the islands of Kisser, Savu, Semao, Wetter ,etc., adjacent to Timor; and other islands in Malaysia belonging to the Netherlands not specified.

Siam.

Wheat and Flour Predominate in Canadian Recovery Shipments

This country supplied commodities valued at $593,000,000 during nine months ended December through Economic Co-operation Administration—Procurement authorizations represent 15 per cent of the total and 39 per cent of all "off-shore" purchases.

WASHINGTON, December 31, 1948.—Canada supplied commodities valued at approximately $593,000,000 to countries participating in the European Recovery Program during the nine months ended this December, by arrangement with the Economic Co-operation Administration. Procurement authorizations totalled $592,753,276, which represents 15 per cent of the total and 39 per cent of all "off-shore" authorizations. Of this amount, 43 per cent of the purchases consisted of wheat and flour, valued at $252,800,000, Great Britain having received $239,300,000 of this total. Metals, minerals and alloys follow bread grains in order of importance, with a value of $135,800,000. Livestock and animal products are in third place, with a value of $76,400,000, wood and wood products being next in line, with a value of $66,600,000.

Procurement authorizations to this date aggregate $3,881,848,228 for commodities, and $347,630,260 for ocean freight, accounting for an ECA total of $4,229,478,488 during the last nine months. Purchases in Canada already approved for the first quarter of 1949 amount to $35,759,000, and to $12,260,000 for the second quarter of 1949.

Canadian Authorizations, by Commodities

Bread Grains—	
Wheat	$204,475,788
Rye	3,953,488
Flour	48,366,740
Mixed	122,000
Total	$256,918,016
Coarse Grains—	
Coarse grains (unspec.)	1,949,120
Barley	6,247,736
Flaxseed	5,801,534
Rapeseed and meal	522,756
Total	$ 14,521,146
Fats and Oils—	
Linseed oil	2,105,007
Miscellaneous fats and oils	3,785,000
Total	$ 5,890,007
Oilcake and Meal—	
Linseed cake or meal	743,300
Oilcake and/or meal	2,068,683
Fish meal	526,261
Total	$ 3,338,244
Livestock, Animal Products—	
Meat (excl. bacon)	10,550,000
Bacon	53,900,000
Hog liver	13,740
Cheese	10,000,000
Hides, skins, leather	1,971,400
Total	$ 76,435,140
Fish—	
Fish (salted)	1,421,000

Canadian Authorizations, by Commodities—*Concluded*

Wood and Wood Products—	
Pulpwood	826,000
Lumber and sawmill products	33,566,748
Woodpulp	16,464,500
Paper and products	15,703,510
Total	$ 66,560,758
Industrial Equipment (including Spare Parts)—	
Machine tools	57,900
Textile machinery	499,125
Electrical equipment	324,666
Electrode paste	74,500
Agricultural machinery	7,290,102
Precision instruments	29,200
Trucks	980,700
Tractors	1,448,986
Metal-working machinery	236,000
Aircraft parts	5,600
Miscellaneous	11,319,332
Total	$ 22,266,111
Metals, Minerals and Alloys—	
Aluminum	49,068,215
Copper	36,867,200
Lead	21,144,000
Zinc	18,613,607
Nickel	2,989,570
Non-ferrous metals (unspec.)	591,200
Cobalt	134,000
Pyrites	188,000
Ferro-alloys	1,358,600
Brass scrap	467,850
Asbestos	2,335,000
Ferro-silicon	21,300
Non-metallic minerals	2,042,410
Total	$135,820,952
Textiles—	
Wool fabrics	100,000
Cotton yarn	30,900
Canvas	15,120
Miscellaneous	17,935
Total	$ 163,955
Chemicals and Products—	
Fertilizer	3,525,887
Paraffin wax	125,600
Rubber (synthetic)	451,000
Miscellaneous	2,340,580
Total	$ 6,443,067
Marine Equipment—	
Ships, complete	1,759,000
Barge parts	58,000
Total	1,817,000
Plants and Plant Products—	
Fruits and vegetables	250,000
Lecithin soya	8,300
Dried peas	98,000
Miscellaneous seeds	801,580
Total	$ 1,157,880
Grand total	$592,753,276

Canadian Authorizations, by Countries

Austria—	
Rye	$ 2,820,960
Rapeseed	475,256
Linseed oil	1,281,255
Miscellaneous fats and oils	1,876,000
Linseed cake or meal	200,000
Hides, skins and leather	851,400

Canadian Authorizations, by Countries—*Continued*

Lumber and sawmill products	16,000
Copper	210,740
Nickel	140,000
Ferro-alloys	295,000
Brass scrap	119,000
Non-metallic minerals	5,000
Canvas	15,120
Total	$ 8,305,731
Belgium—	
Wheat	1,298,385
Barley	1,465,000
Paper and products	100,000
Aluminum	865,000
Lead	2,736,000
Nickel	30,000
Total	$ 6,494,385
Bizone Germany—	
Miscellaneous fats and oils	1,909,000
Oilcake and meal	632,000
Hides, skins and leather	90,000
Paper and products	3,230,000
Nickel	774,570
Cobalt	134,000
Ferro-alloys	515,600
Asbestos	150,000
Total	$ 7,435,170
China—	
Fertilizer	565,169
Miscellaneous chemicals and products	420,000
Total	$ 985,169
Denmark—	
Barley	2,423,800
Oilcakes and meals	119,276
Fish meal	526,261
Agricultural equipment (excl. tractors)	225,000
Tractors	86,486
Miscellaneous ind. equipment and spare parts	2,569,792
Aluminum	565,215
Lead	150,000
Synthetic rubber	60,000
Ships, complete	1,759,000
Miscellaneous seeds	74,000
Total	$ 8,558,830
France—	
Flaxseed	2,124,456
Linseed cake or meal	166,000
Oilcake and meal	330,000
Hog liver	13,740
Lumber and sawmill products	220,000
Woodpulp	364,500
Machine tools	20,000
Electrical equipment	10,000
Trucks	191,000
Metal working machinery	15,000
Miscellaneous ind. equipment and spare parts	12,030,625
Aluminum	1,420,000
Copper	4,430,900
Lead	974,000
Zinc	2,413,607
Nickel	1,800,000
Pyrites	188,000
Brass scrap	348,850
Asbestos	185,000
Non-metallic minerals	1,977,000
Fertilizer	2,540,000
Paraffin wax	119,000
Rubber (synthetic)	391,000
Miscellaneous chemicals and products	331,000
Miscellaneous seeds	650,000
Total	$ 33,253,678

Canadian Authorizations, by Countries—*Continued*

French North Africa—	
Paper and products	27,000
Miscellaneous industrial equipment	300,000
Trucks	31,000
Total	$ 358,000
French Overseas Territories—	
Electrical equipment	36,000
Trucks	154,000
Miscellaneous industrial equipment	216,000
Agricultural machinery	20,000
Miscellaneous chemicals and products	118,000
Total	$ 544,000
French Zone Germany—	
Aluminum	456,000
Nickel	85,000
Non-ferrous metals (unspec.)	825,000
Miscellaneous industrial equipment	130,000
Ferro silicon	21,300
Total	$ 1,257,300
Greece—	
Hides, skins and leather	110,000
Fish and fish products	390,000
Lumber and sawmill products	1,010,000
Paper and products	100,000
Aluminum	480,000
Non-ferrous metals (unspec.)	14,200
Fertilizer	718
Total	$ 2,104,918
Iceland—	
Mixed bread grains	122,000
Coarse grains (unspec.)	112,000
Miscellaneous seeds	45,000
Total	$ 279,000
Ireland—	
Wheat	2,252,480
Coarse grains (unspec.)	98,000
Linseed, cake or meal	80,065
Lumber and sawmill products	788,748
Woodpulp	393,000
Paper and products	653,510
Electrical equipment	87,150
Agricultural machinery	312,410
Ferro-alloys	11,000
Miscellaneous industrial equipment	1,314,132
Non-metallic minerals	60,410
Miscellaneous textiles	17,935
Miscellaneous chemicals and products	66,580
Fruits and vegetables	250,000
Miscellaneous seeds	238,580
Total	$ 6,624,000
Italy—	
Wheat	3,890,000
Fish (salted)	1,031,000
Lumber and sawmill products	40,000
Copper	1,046,800
Total	$ 6,007,800
Netherlands—	
Wheat and grain	6,788,459
Flaxseed	1,373,878
Linseed oil	823,752
Linseed cake or meal	3,635,342
Hides, skins and leather	20,000
Pulpwood	826,000
Lumber and sawmill products	868,000
Miscellaneous industrial equipment and spare parts	538,000
Aluminum	2,150,000
Nickel	160,000

Canadian Authorizations, by Countries—*Concluded*

Ferro alloys	537,000
Wool fabrics	100,000
Miscellaneous chemicals	380,000
Lecithin (soya)	8,300
Miscellaneous seeds	44,000
Total	$ 18,252,731
Norway—	
Wheat	2,691,000
Rye	295,539
Coarse grain (unspec.)	570,000
Barley	851,880
Electrode paste	74,500
Lead	25,000
Cotton yarn	30,900
Total	$ 4,538,819
Sweden—	
Electrical equipment	22,016
Aluminum	132,000
Paraffin wax	6,600
Total	$ 160,616
Turkey—	
Agricultural equipment (excl. tractors)	404,000
United Kingdom—	
Wheat	190,916,629
Wheat flour	48,366,740
Meat (excl. bacon)	10,550,000
Bacon	53,900,000
Cheese	10,000,000
Hides, skins and leather	900,000
Lumber and sawmill products	30,624,000
Woodpulp	22,700,000
Paper and products	4,600,000
Textile machinery	459,000
Electrical equipment	151,000
Agricultural machinery	1,600,000
Trucks	523,000
Metal-working machines	128,000
Miscellaneous industrial equipment	936,000
Aluminum	43,000,000
Copper	31,178,760
Lead	17,011,000
Zinc	16,200,000
Asbestos	2,000,000
Miscellaneous chemicals and products	1,445,000
Total	$487,189,129
Grand total	$592,753,276

Extensive Road Repairs Being Carried Out in Australia

Sydney.—(FTS)—Extensive road repairs in Australia are being carried out by state governments, but conditions are far from satisfactory as war-time depreciation has not yet been offset. High costs, together with shortage of labour and equipment, present serious obstacles.

The Commonwealth Government has recently made a grant of £100,000 for a road safety campaign.

There were 1,253 persons killed and 23,206 injured in road accidents in Australia during the year ended June, 1948, compared with 1,345 killed and 24,714 injured in 1946-47 and 1,558 killed and 26,142 injured in 1939-40.

Motor car registrations at the end of June totalled 392,512, commercial vehicles 414,175, and motorcycles 101,221, making a total of 1,107,908 motor vehicles. This represents an increase of 235,683 over June, 1938, and 95,150 over June, 1947.

Power Shortage Experienced by West Coast of United States

Substantial per capita rise in demand for electricity result of increased population and industry—Generating and transmission facilities unable to expand rapidly enough—Daylight-saving time instituted as economy measure in California.

By H. A. Scott, Consul-General for Canada

(Editor's Note—This is the first of two articles on the power shortage in the Pacific Coast area of the United States, prepared for *Foreign Trade*.)

SAN FRANCISCO, December 13, 1948.—Population increases in the western section of the United States during and since the war, together with expansion and diversification of industry and the further mechanization of farm operations, are responsible for a substantial per capita rise in the demand for electricity. Following a brief recession after the conclusion of hostilities, the demand for power increased more rapidly in most parts of the Twelfth District* than the expansion of generating and transmission facilities.

The phenomenal growth in the demand for practically all types of petroleum products is also placing a severe strain on the petroleum industry of the West. It seems probable that the traditional export surplus of California's oil fields and refineries, which supply the bulk of the petroleum products used in the western states, and which provided for the shipment of large quantities of crude and refined oils to eastern and foreign markets, may soon give way to a net import movement. Even the supplies of natural gas in California, which at one time seemed unlimited, have proved inadequate in recent years in meeting demands. The state is already importing large quantities of this fuel from western Texas, in order to conserve its own reserves.

A report of the Federal Reserve Bank of San Francisco indicates that the western section of the United States has experienced more or less serious deficits of electric power during the past two years, and has also found itself somewhat pinched for such industrial fuels as petroleum and natural gas. These shortages, with the necessity for imposing restrictions on the use of electric power and gas, notably in California, have raised some question as to the adequacy of regional power and fuel supplies in sustaining the industrial growth of the area.

Power and Fuel Resources Believed Inexhaustible

Until recent years, it was taken for granted that the power and fuel resources of the West were practically inexhaustible. The existence of numerous undeveloped water-power sites, in particular, has frequently been stressed as one among the many arguments for the industrialization of the West. Although high-grade coal is lacking or difficult of access in most states of the Twelfth District, except Utah, the availability of large resources of petroleum and natural gas were counted on to supplement hydro-electric sources of energy. Cheap power and fuel were definitely reckoned as among the permanent assets of the western economy.

*The Twelfth District of the Federal Reserve Banking System comprises the Western States of Arizona, California, Idaho, Oregon, Nevada, Utah and Washington.

Shrinking margins of generating capacity overload requirements characterized the electric utility industry in most parts of the District during almost the entire period from the last quarter of 1945 to the second quarter of 1948.

In California some restriction of service to industrial customers supplied with "surplus" power at low rates became necessary in the summer of 1947. The 1946-47 season was marked by a serious deficiency in rainfall which resulted in low stream flow and generally reduced output of hydro-electric energy. Steam plants provided a much larger proportion than usual of the total energy output of the state. The total power supply proved inadequate, however, and a group of chemical plants in the San Francisco Bay area, which were beneficiaries of low rates for power sold on an interruptible basis, were cut back for several months to about 50 per cent of normal operation.

The power shortage in central California continued into the first quarter of 1948 and was intensified by a second season of deficient rainfall, which also affected parts of Arizona and Nevada. Arizona, in fact, has experienced several successive years of water and power shortage. Up to about the middle of last March, the deficiency in seasonal precipitation over much of this area was almost the worst on record and resulted in serious damage to crops and pastures. The prolonged drought further reduced the effective generating capacity of many hydro-electric plants and threw a still heavier burden on steam plant operations.

The demand for power for irrigation pumping reached levels in the early months of 1948 that are usually attained only during July or August. This abnormal irrigation demand was superimposed upon a steadily growing industrial and domestic load, the total effect of which carried the output of electric energy in California in the first three months of the year to a level nearly ten per cent above that of the same period of 1947.

Power Curtailment Program Introduced in Northern California

Faced with these extraordinary increases in demand and hampered by lagging hydro-electric output, the principal electric utility concern in Northern California instituted a voluntary curtailment program in February among its customers and affiliated distributing companies. These measures proved ineffective, however, and were superseded in March by orders of the California Public Utilities Commission, designed to enforce a general 20 per cent reduction in power consumption in the northern and central areas of the state. The use of electricity was drastically curtailed for most classes of users and was prohibited for certain non-essential purposes. The installation of new connections was also greatly restricted.

Southern California, while affected by the drought and consequent reduction of hydro-electric energy, except from the Colorado River, had a larger margin of steam plant capacity and did not experience a general power shortage. Hence no compulsory restrictions were placed on power use in that area. By act of the legislature, statewide daylight-saving time was adopted March 14 as a power conservation measure. This expedient was expected to save about 235 million kilowatt hours of energy, or roughly nine per cent of the estimated power deficiency during the remainder of the year.

Fortunately, a period of heavy rainfall occurred late in March and continued for several weeks, substantially increasing the snow pack and the volume of water in storage reservoirs and also reducing the rate of irrigation pumping. The timely installation of additional generating capacity in Northern California, the transfer of some 200,000 kilowatts of power from the southern part of the state and the ending of the drought

permitted the lifting of the restrictions in April on power use which had been imposed a month earlier. Statewide daylight saving was retained, however, as a safeguard against excessive drains on the still somewhat precarious power supply.

Pacific Northwest Facing More Critical Problem

While perhaps attracting less attention than California, the Pacific Northwest probably is facing a more critical power problem than any comparable area in the West. This situation has arisen primarly from the rapid development of the electro-metallurgical industry in that region and from the large prospective demand on the power supply to be expected from the requirements for irrigation pumping. The demands of the defence industries during the next year or two will probably place additional pressure on the power supplies.

Postwar demand for electric power has, if possible, been even more insistent in the Pacific Northwest than in California, while the limitations upon expansion of generating capacity have operated more severely in that area. Few significant additions to generating facilities have, in fact, been made in recent years by the privately owned utility systems of the Northwest. Although the Bonneville Power Authority has added three large generators to its Grand Coulee plant, it had to relinquish in 1946 the two 75,000-kilowatt units which had been diverted in 1943 from the Shasta plant of the Central Valley project. On balance, the total installed capacity in Washington, Oregon and northern Idaho increased about ten per cent during the period from January, 1946, to June, 1948. Nine-tenths of the net gain was accounted for by the installations at Grand Coulee, which has now been developed to one-half its ultimate capacity.

Retail Delivery Service Compulsory in New South Wales

Sydney.—(FTS)—Delivery services by retailers will be enforced in New South Wales by the Factories and Shops (Home Deliveries) Amendment Act, 1948, which was passed in May, 1948. Penalties exist for the infringement of the act. The transportation shortage has been advanced as the most serious objection to the legislation, but the meat trade has opposed the measure on the ground of costs. Several prosecutions have been made, but the state has experienced difficulties in obtaining evidence from housewives.

First Large Motor-cargo Vessels Being Built in Australia

Sydney.—(FTS)—The Australian Shipping Board has placed orders with a Sydney firm for four 6,500-ton motor-cargo vessels for Australian coastal runs. These vessels will be powered by Doxford diesel engines of about 3,000 h.p. which are being manufactured under licence in Melbourne. Marine diesel engines greater than 540 tons have not previously been manufactured in Australia.

Frequency Modulation in Australia on National Basis

Sydney.—(FTS)—When frequency modulation is introduced in Australian broadcasting, it will be on a national basis. A parliamentary committee is expected to make a complete inquiry into the entire radio position. The government is considering plans to install television transmitters and receivers in the six capital cities. Tenders are being called and total initial cost is expected to be about £400,000.

Monthly Summary of Foreign Trade

Canadian Exports (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
	(Millions of Dollars)							
January	62·8	70·3	177·3	242·0	230·5	189·1	208·6	235·4
February	57·4	59·6	167·7	227·2	236·4	153·1	179·5	208·3
March	71·1	73·3	205·2	282·7	301·2	178·4	209·0	228.4
April	48·5	50·9	227·7	282·9	312·3	178·5	190·9	212·3
May	75·6	67·0	250·6	368 4	315·2	197·0	267·8	282·3
June	73·3	66·0	249·2	343·2	322·8	166·7	272·7	233·5
July	74·4	66·2	303·6	278·7	282·7	188·7	236·6	250·9
August	77·1	69·1	292·9	257·0	295·0	242·7	221·3	224·1
September	76·8	72·2	244·9	264·6	220·8	169·8	218·6	283·0
October	91·3	88·2	259·8	314·0	227·9	204·2	250·8	307·0
November	95·0	86 0	289·9	312·5	238·6	232·2	253·1	293·9
December	81·3	68·9	302·6	266·9	234·8	211·9	266·2	.....
Total	884·5	837·6	2,971·5	3,440·0	3,218·3	2,312·2	2,774·9	2,759·0

Canadian Imports (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
	(Millions of Dollars)							
January	44·6	49·7	127·3	126·4	129·7	140·3	173·8	206·1
February	42·9	47·0	114·4	138·4	112·4	117·0	177·1	182·2
March	59·1	65·1	146·1	150·8	132·5	139·9	208·9	197.1
April	45·3	48·9	150·7	137·5	133·8	160·8	225·6	226·7
May	66·1	67 1	154·4	159·0	143·8	164·2	240·3	225·1
June	60·5	58·9	146·8	152·5	146·5	157·7	231·1	233·0
July	57·6	55·8	150·9	148·5	138·7	161·6	226·8	225·1
August	57·9	57·0	149·1	157·3	128 1	163·2	204·6	206·5
September	59·6	56 4	137·3	159·7	122·3	156·1	208·1	221·7
October	68·6	63·9	162·9	160·1	134·4	186·4	254·5	243·4
November	70·1	63·3	160·3	141·6	142·4	198·2	229·1	238·2
December	52·2	44·3	134·9	127·2	121·2	181·9	194·2	.....
Total	684·6	677·5	1,735·1	1,758·9	1,585·8	1,927·3	2,573·9	2,405·0

Balance of Trade with all Countries (Excluding Gold)

Months	Average 1935-39	1938	1943	1944	1945	1946	1947	1948
	(Millions of Dollars)							
January	+ 19·0	+ 21·8	+ 51·2	+ 119·6	+ 104·2	+ 51·0	+ 36·7	+ 33·0
February	+ 15·3	+ 13·5	+ 55·1	+ 90·9	+ 128·0	+ 37·7	+ 4·7	+ 28·1
March	+ 13·0	+ 9·2	+ 60·5	+ 139·2	+ 174·5	+ 40·0	+ 3·0	+ 33.9
April	+ 4·0	+ 2·6	+ 78·4	+ 149·2	+ 184·3	+ 19·5	− 32·2	− 11·6
May	+ 10·6	+ ·8	+ 98·9	+ 211·8	+ 174·9	+ 34·6	+ 30·9	+ 62·4
June	+ 13·8	+ 7·9	+ 104·4	+ 193·5	+ 180·7	+ 11·1	+ 45·3	+ 3·0
July	+ 17·9	+ 11·4	+ 155·6	+ 133·3	+ 147·4	+ 29·6	+ 12·8	+ 28·4
August	+ 20·3	+ 12·9	+ 146·0	+ 101·9	+ 172·5	+ 82·8	+ 20·3	+ 20·0
September	+ 18·3	+ 16·7	+ 110·1	+ 107·6	+ 102·7	+ 15·8	+ 13·4	+ 64·4
October	+ 23·8	+ 25·3	+ 100·0	+ 158·4	+ 98·5	+ 20·2	− 0·8	+ 66·0
November	+ 26·2	+ 23·5	+ 133·1	+ 175·9	+ 98·8	+ 37·0	+ 26·9	+ 58·2
December	+ 30·3	+ 25·6	+ 173·1	+ 142·9	+ 115·2	+ 32·4	+ 76·7	.....
Total	+ 212·5	+ 171·2	+ 1,266·3	+ 1,724·2	+ 1,681·6	+ 411·9	+ 237·8	+ 385·8

Note.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts. The value of "Foreign Exports" is not included under the tabular heading "Canadian Exports", for which reason figures showing the balance of trade do not represent the difference between those for exports and imports.

Canadian Exports to the United Kingdom (Excluding Gold)

Months	Average 1935–39	1938	1943	1944	1945	1946	1947	1948
	(Millions of Dollars)							
January	25·5	33·6	42·6	94·8	83·2	51·1	50·5	64·9
February	23·6	27·3	51·9	78·2	67·5	37·9	44·9	51·7
March	26·4	27·8	65·0	110·4	108·8	50·5	47·6	59.2
April	16·4	18·8	89·3	101·2	109·1	41·0	43·1	44·4
May	30·5	27·9	95·5	140·2	115·6	54·9	90·5	85·1
June	28·9	25·6	105·6	127·9	94·6	30·6	76·2	54·2
July	30·5	25·8	124·4	104·9	83·9	40·4	69·4	56·3
August	31·3	26·7	111·9	90·2	66·6	71·9	66·0	52·5
September	30·8	28·9	77·7	94·4	58·8	54·3	54·5	47·9
October	38·4	36·0	73·4	112·6	56·3	47·7	66·8	65·6
November	41·4	35·8	106·0	102·2	52·4	57·9	69·3	56·7
December	30·0	25·5	89·5	77·9	66·4	59·4	72·5	.....
Total	353·6	339·7	1,032·6	1,235·0	963·2	597·5	751·2	638·4

Canadian Imports from the United Kingdom (Excluding Gold)

Months	Average 1935–39	1938	1943	1944	1945	1946	1947	1948
	(Millions of Dollars)							
January	8·0	8·9	8·6	7·1	9·4	20·1	14·3	21·6
February	8·1	8·8	9·6	8·7	6·7	13·0	10·5	17·9
March	10·9	11·5	12·2	9·8	9·3	14·4	13·8	21.6
April	8·4	9·2	12·7	8·4	12·0	21·2	12·7	24·6
May	12·7	11·9	12·5	13·0	15·2	18·8	15·2	27·4
June	10·8	9·2	9·7	9·4	13·8	23·4	18·1	26·0
July	11·3	9·7	14·2	5·9	12·0	21·9	17·7	29·4
August	11·4	10·4	10·9	4·6	10·7	14·5	15·1	24·7
September	10·5	10·0	9·9	7·1	9·6	12·0	15·6	24·1
October	11·0	11·6	13·3	18·1	12·1	15·6	18·3	29·3
November	13·0	11·0	12·8	11·1	14·8	14·9	17·8	28·3
December	8·0	7·0	8·6	9·4	14·9	11·7	20·3	.....
Total	124·0	119·3	135·0	110·6	140·5	201·4	189·4	274·9

Balance of Trade with the United Kingdom (Excluding Gold)

Months	Average 1935–39	1938	1943	1944	1945	1946	1947	1948
	(Millions of Dollars)							
January	+ 17·7	+ 24·8	+ 34·1	+ 88·2	+ 74·5	+ 31·2	+ 36·3	+ 43·4
February	+ 14·6	+ 18·7	+ 42·7	+ 72·0	+ 61·4	+ 24·9	+ 34·5	+ 33·9
March	+ 15·6	+ 16·4	+ 53·0	+ 100·7	+ 101·5	+ 36·2	+ 33·9	+ 37.7
April	+ 9·1	+ 9·6	+ 77·0	+ 93·0	+ 98·9	+ 19·8	+ 30·4	+ 19·8
May	+ 17·7	+ 16·2	+ 83·9	+ 127·3	+ 101·1	+ 36·2	+ 75·6	+ 57·8
June	+ 18·3	+ 16·6	+ 96·1	+ 118·6	+ 81·3	+ 7·3	+ 58·2	+ 28·3
July	+ 19·4	+ 16·3	+ 111·0	+ 99·3	+ 72·2	+ 18·6	+ 52·0	+ 27·1
August	+ 20·0	+ 16·5	+ 101·4	+ 85·7	+ 56·8	+ 57·5	+ 51·1	+ 27·9
September	+ 20·3	+ 19·0	+ 68·0	+ 87·7	+ 49·2	+ 42·4	+ 39·4	+ 24·1
October	+ 27·5	+ 24·6	+ 60·3	+ 94·9	+ 44·8	+ 32·1	+ 48·7	+ 36·5
November	+ 28·4	+ 24·8	+ 93·7	+ 91·3	+ 37·7	+ 43·3	+ 51·6	+ 28·6
December	+ 22·1	+ 18·6	+ 81·0	+ 68·7	+ 51·6	+ 47·8	+ 52·5	....
Total	+ 230·8	+ 222·1	+ 902·3	+1,127·5	+ 830·9	+ 397·4	+ 564·3	+ 365·2

Canadian Exports to the United States (Excluding Gold)

Months	Average 1935–39	1938	1943	1944	1945	1946	1947	1948
	(Millions of Dollars)							
January	22·1	20·0	91·2	85·3	84·7	62·3	79·5	105·0
February	19·7	16·8	81·1	91·6	91·5	57·6	69·4	94·8
March	25·9	22·7	88·1	97·4	103·3	66·5	83·1	112.5
April	20·1	18·0	81·7	120·3	109·1	71·4	88·3	109·2
May	26·1	20·4	88·8	131·9	117·2	72·2	79·8	114·7
June	25·1	20·0	90·9	111·2	112·3	66·5	82·0	109·8
July	25·9	21·0	90·8	98·8	102·7	74·8	82·1	118·9
August	28·3	25·3	91·2	86·0	112·6	75·0	81·4	114·0
September	29·4	25·1	94·0	110·5	84·8	69·6	87·5	162·0
October	33·5	28·0	112·8	123·0	88·4	99·1	102·4	148·9
November	31·9	28·4	108·3	118·9	101·2	89·2	92·9	163·3
December	33·3	24·7	130·2	126·4	88·9	83·9	106·0	.....
Total	321·3	270·5	1,149·2	1·301·3	1,197·0	887·9	1,034·2	1,353·2

Canadian Imports from the United States (Excluding Gold)

Months	Average 1935–39	1938	1943	1944	1945	1946	1947	1948
	(Millions of Dollars)							
January	28·7	32·3	104·8	106·3	101·8	97·4	136·4	150·0
February	27·9	31·2	94·2	115·8	92·8	86·0	138·4	136·8
March	38·0	42·9	120·0	123·3	105·3	100·1	165·1	138.3
April	29·2	31·4	124·4	114·4	102·7	114·8	181·6	159·5
May	38·3	40·5	124·0	127·0	104·8	113·4	184·7	145·0
June	36·4	37·1	121·1	122·2	110·7	106·6	174·7	154·9
July	33·4	34·1	120·0	124·0	103·5	112·5	168·9	149·5
August	33·7	35·3	124·9	138·3	96·8	123·1	155·3	136·1
September	36·2	34·7	113·5	135·6	89·6	115·8	163·0	152·7
October	42·5	38·5	134·5	121·4	101·3	140·4	190·4	160·2
November	40·8	37·6	130·9	116·1	103·3	149·5	174·4	163·5
December	33·6	29·2	111·5	102·9	89·9	145·6	141·7	.....
Totals	418·7	424·7	1,423·7	1,447·2	1,202·4	1,405·3	1,974·7	1,646·4

Balance of Trade with the United States (Excluding Gold)

Months	Average 1935–39	1938	1943	1944	1945	1946	1947	1948
	(Millions of Dollars)							
January	− 5·9	− 11·3	− 12·8	− 18·3	− 15·0	− 33·2	− 55·8	− 43·2
February	− 7·5	− 13·8	− 12·0	− 22·7	+ 1·9	− 27·1	− 67·1	− 40·4
March	− 10·3	− 19·5	− 30·9	− 19·4	+ 1·7	− 32·4	− 80·2	− 24.2
April	− 8·4	− 12·8	− 41·9	+ 9·0	+ 10·1	− 41·9	− 91·6	− 48·0
May	− 11·0	− 19·5	− 33·8	+ 6·8	+ 15·0	− 39·9	− 102·7	− 28·7
June	− 10·5	− 16·5	− 28·7	− 9·0	+ 3·8	− 38·5	− 90·5	− 43·5
July	− 6·6	− 12·4	− 27·3	− 23·3	+ 1·5	− 35·9	− 84·9	− 28·6
August	− 4·5	− 9·4	− 32·3	− 50·4	+ 18·2	− 45·6	− 71·6	− 20·3
September	− 5·9	− 8·9	− 17·6	− 23·0	− 2·3	− 44·7	− 73·8	+ 11·4
October	− 8·0	− 9·7	− 20·4	+ 5·2	− 9·9	− 39·4	− 86·2	− 9·6
November	− 7·7	− 8·6	− 20·4	+ 6·4	− 0·1	− 58·1	− 79·8	+ 1·5
December	− 0·7	− 3·7	+ 21·2	+ 25·9	+ 0·1	− 60·1	− 33·9	.....
Total	− 87·0	− 146·0	− 257·0	− 112·7	+ 25·0	− 496·7	− 918·1	− 237·7

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Saskatoon—Board of Trade.
Sherbrooke—Chamber of Commerce.
St. Catharines—Chamber of Commerce.
Toronto—Canadian Manufacturers' Association.
Vancouver—H. W. Brighton, Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.

F. W. Fraser, Commercial Secretary for Canada in Melbourne, Australia, commenced a tour of Canada on October 25, visiting those sections of the country interested in trade with his area, which includes the States of Victoria, South Australia, Western Australia, and Tasmania.

Vancouver—January 10-19.

C. S. Bissett, Canadian Government Trade Commissioner in Caracas, Venezuela, has returned home on leave, and commenced a tour of Canada on December 10.

Hamilton—January 15-17.
Quebec City—January 18.
Halifax—January 20.
Saint John—January 22 .
Montreal—January 24-February 5.
Ottawa—February 7-12.

G. A. Browne, Acting Canadian Government Trade Commissioner in Karachi, returned home on leave last month, and will commence a tour of Canada in Vancouver on January 21. Mr. Browne opened Canada's trade office in Karachi in September, 1947.

Vancouver—January 21-27.
Victoria—January 28.
Calgary—February 4.
Regina—February 5.
Winnipeg—February 7.
Toronto—February 9-16.
Hamilton—February 17.
St. Catharines—February 18.
Welland—February 19.
Brantford—February 21.
Kitchener—February 22.
Ottawa—February 23-24.
Montreal—March 21-April 2.
Quebec City—April 4-5.

Trade and Tariff Regulations

Chilean Decree Would Affect Insurance Coverage of Goods

Santiago, December 29, 1948.—(FTS)—All goods exported from or imported into Chile must be covered by insurance policies issued by Chilean insurance companies or by foreign companies maintaining establishments in Chile under a decree which will be shortly promulgated. It is presumed that provision will be made for the honouring of impending contracts.

Exports of Dairy Products from New Zealand Controlled

Wellington, December 6, 1948.—(FTS)—Exports of condensed milk, powdered milk, lactose, casein and other products have been brought under the control of the New Zealand Products Marketing Commission, which formerly regulated only the exportation of butter and cheese.

Personnel of the commission consists of three members appointed by the dairy industry, three members appointed by the government and an independent chairman.

Yugoslavia Removes Customs Duties on Gift Parcels

Customs duties are no longer collected on and weight restrictions on certain foodstuffs no longer apply to gift parcels sent to Yugoslavia. The weight limit on such parcels is 20 pounds. Canadian export permits are required if the value of the contents exceeds $25.

Australian Trade Marks Act Amended

Sydney.—(FTS)—The Australian Trade Marks Act was amended last year to enable proprietors of trade marks to permit their use by others and to provide for the assignment of trade marks without assignment of goodwill. The amendment brings the Australian legislation on trade marks in conformity with the British Act on the same subject.

Australia Lifts Rationing on Clothing and Meat

Sydney.—(FTS)—Rationing on clothing and meat in Australia was lifted on June 22, 1948, and apart from temporary accentuated demand, the market has been normal. Voluntary rationing of some lines is being enforced on an apparently equitable basis. It was asserted that 600 clerks in the retail trade in New South Wales, apart from small family businesses, were engaged in checking and counting ration coupons. These, together with a number of surplus employees of the Rationing Commission, are now free for other employment. Butter, tea and petrol are the only commodities still under ration control.

Data for Exporters Compiled

Information, of particular interest to Canadian exporters, concerning shipping documents and customs regulations of foreign countries, is being compiled by the Commercial Relations and Foreign Tariffs Division, Foreign Trade Service. Countries concerning which such information is now available in a revised form are: Cuba, Denmark, Guatemala, Italy, Mexico, Norway, Sweden and Switzerland. Data on other countries will be made available from time to time.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading dates and name of ship are not indicated in some instances, as information available is not sufficiently definite. The name of the operator is given, however, and exporters should seek further details from the operator or agent concerned. Ships loading within ten days of the publication date of this issue are not included, excepting those bound for Newfoundland ports.

Departures from Halifax

*Sails from Saint John about three days earlier.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires	January 24–29	*Beacon Grange*	Furness Withy
Buenos Aires	February 9–13	*Bowplate*	Cunard Donaldson
Buenos Aires	February 18–23	*Brazilian Prince*	Furness Withy
Belgium—			
Antwerp	January 22–23	**Beaverlake* (r)	Canadian Pacific
Antwerp	February 9	*Prins Alexander*	Shipping Limited
Brazil—			
Rio de Janeiro	January 24–29	*Beacon Grange*	Furness Withy
Santos	February 9–13	*Bowplate*	Cunard Donaldson
	February 18–23	*Brazilian Prince*	Furness Withy
Ceylon—			
Colombo	January 20–30	*Bayside*	March Shipping
Colombo	January 24–28	*Jalakala*	Robert Reford
Colombo	February 15–25	*Cliffside*	March Shipping
China—			
Shanghai	January 20–30	*Bayside*	March Shipping
Shanghai	February 5–7	*Agamemnon*	Cunard Donaldson
Cuba—			
Santiago	February 11–14	*Dufferin Bell*	Pickford and Black
Dominican Republic—			
Ciudad Trujillo	February 11–14	*Dufferin Bell*	Pickford and Black
Egypt—			
Alexandria	January 20–30	*Bayside*	March Shipping
France—			
Le Havre	February 9	*Prins Alexander*	Shipping Limited
Germany—			
Hamburg	February 9	*Prins Alexander*	Shipping Limited
Haiti—			
Port au Prince	February 11–14	*Dufferin Bell*	Pickford and Black
Hong Kong	January 20–30	*Bayside*	March Shipping
	February 5–7	*Agamemnon*	Cunard Donaldson
	February 15–25	*Cliffside*	March Shipping

Departures from Halifax—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
India and Pakistan—			
Bombay	January 24–28	*Jalakirti*	Robert Reford
Karachi			
Bombay			
Madras	January 24–28	*Jalakala*	Robert Reford
Calcutta			
Cochin			
Bombay	January 20–30	*Bayside*	March Shipping
Madras	February 15–25	*Cliffside*	March Shipping
Calcutta			
Malaya—			
Penang	February 6–11	*Allegheny Victory*	Isthmian Steamships
Port Swettenham			
Netherlands—			
Amsterdam	February 9	*Prins Alexander*	Shipping Limited
Rotterdam			
Netherlands East Indies—			
Batavia	February 6–11	*Allegheny Victory*	Isthmian Steamships
Soerabaya			
Belawan-Deli			
Newfoundland—			
St. John's	January 17	*Island Connector*	Clarke Steamships
St. John's	January 17–20	*Blue Cloud*	Montreal Shipping
St. John's	January 17–20	*Wellington Kent*	Newfoundland Canada
St. John's	January 18–21	*Tudor Prince*	Furness Withy
St. John's	January 21–24	*Nova Scotia* (r)	Furness Wihty
St. John's	January 21–25	*Keltic*	Shaw Steamships
St. John's	January 23–25	*Atlantic Charter*	Montreal Shipping
St. John's	January 25–28	*Wellington Kent*	Newfoundland Canada
St. John's	January 26	*Island Connector*	Clarke Steamships
St. John's	January 28–31	*Fort Townshend*	Furness Withy
St. John's	Jan. 31–Feb. 3	*Keltic*	Shaw Steamships
St. John's	February 4–7	*Fort Amherst*	Furness Withy
St. John's	February 7–10	*Newfoundland* (r)	Furness Withy
St. John's	February 9–12	*Keltic*	Shaw Steamships
St. John's	February 19–22	*Keltic*	Shaw Steamships
St. John's	February 24–26	*Nova Scotia* (r)	Furness Withy
St. John's	March 2–5	*Keltic*	Shaw Steamships
Philippines—			
Manila	February 5–7	*Agamemnon*	Cunard Donaldson
St. Pierre-Miquelon	January 21–25	*Keltic*	Shaw Steamships
	January 23–25	*Atlantic Charter*	Montreal Shipping
	Jan. 31–Feb. 3	*Keltic*	Shaw Steamships
	February 9–12	*Keltic*	Shaw Steamships
	February 19–22	*Keltic*	Shaw Steamships
	March 2–5	*Keltic*	Shaw Steamships
Saudi Arabia—			
Jeddah	February 6–11	*Allegheny Victory*	Isthmian Steamships
Singapore	February 6–11	*Allegheny Victory*	Isthmian Steamships
	February 15–25	*Cliffside*	March Shipping
United Kingdom—			
Avonmouth	February 6–12	*Montreal City*	Furness Withy
Swansea			
Liverpool	January 23–27	*Scythia* (r)	Cunard Donaldson
Liverpool	February 1–2	**Empress of France* (r)	Canadian Pacific
Liverpool	February 4–9	*Ascania* (r)	Cunard Donaldson
Liverpool	February 7–10	*Newfoundland* (r)	Furness Withy
Liverpool	February 24–26	*Nova Scotia* (r)	Furness Withy
London	January 22–23	**Beaverlake* (r)	Canadian Pacific
London	January 29–30	**Beaverdell* (r)	Canadian Pacific
London	February 20–24	*Samaria* (r)	Cunard Donaldson

Departures from Halifax—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Uruguay—			
Montevideo	January 24–29	*Beacon Grange*	Furness Withy
Montevideo	February 9–13	*Bowplate*	Cunard Donaldson
Montevideo	February 18–23	*Brazilian Prince*	Furness Withy
West Indies—			
Jamaica	February 11–14	*Dufferin Bell*	Pickford and Black
Jamaica	January 31	*Canadian Challenger*	Canadian National
	February 14	*Canadian Cruiser*	Canadian National
Bahamas	February 28	*Canadian Challenger*	Canadian National
Antigua			
Barbados			
Bermuda	Jan. 25–Feb. 2	**Lady Rodney* (r)	Canadian National
British Guiana	Jan. 25–Feb. 3	*A Ship*	Alcoa Steamships
Dominica	February 8–16	*Canadian Constructor* (r)	Canadian National
Grenada	February 8–17	*A Ship*	Alcoa Steamships
Montserrat	Feb. 22–Mar. 3	*A Ship*	Alcoa Steamships
St. Kitts	March 8–17	*A Ship*	Alcoa Steamships
St. Lucia			
St. Vincent			
Trinidad			

Departures from Saint John

*Sails from Halifax a few days earlier.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques	February 1–12	*Ramilies*	Elder Dempster
Lourenço Marques	March 1–12	*Cargill*	Elder Dempster
Lourenço Marques	January 24–31	*Thorshall*	Kerr Steamships
Beira	March 3–10	*Thorscape*	Kerr Steamships
Mombassa			
Lourenço Marques	January 15–26	*Cabano*	Elder Dempster
	February 15–26	*A Ship*	Elder Dempster
Beira	March 15–26	*Grelrosa*	Elder Dempster
Africa-South—	January 15–26	*Cabano*	Elder Dempster
Cape Town	January 24–31	*Thorshall*	Kerr Steamships
Port Elizabeth	February 1–2	*Ramilies*	Elder Dempster
East London	February 15–26	*A Ship*	Elder Dempster
Durban	March 1–12	*Cargill*	Elder Dempster
	March 3–10	*Thorscape*	Kerr Steamships
	March 15–26	*Grelrosa*	Elder Dempster
Australia—			
Brisbane			
Sydney			
Melbourne	Late January	*Port Saint John*	Montreal Australia
Adelaide			New Zealand Line
Geelong			
Belgium—			
Antwerp	January 20–28	*Beaconsfield*	Cunard Donaldson
Antwerp	January 22–30	*Hada County*	Canada Steamships
Antwerp	February 10–18	*Brant County*	Canada Steamships
Antwerp	February 15–20	*Pont Audemer*	Furness Withy
Antwerp	February 15–22	*Mont Alta*	Montreal Shipping
Antwerp	February 18–26	*Beckenham*	Cunard Donaldson
Antwerp	February 19	*Prins Johan Willem Friso*	Shipping Limited
Antwerp	March 5	*Hedel*	Shipping Limited

Departures from Saint John—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Ceylon—			
Colombo	January 15–20	*Langleegale*	McLean Kennedy
Colombo	January 20–30	*City of Lichfield*	McLean Kennedy
Colombo	February 10–15	*A Ship*	McLean Kennedy
Colombia—			
Barranquilla	February 10–12	**Polykarp*	Swedish American
Cuba—			
Santiago, Havana	February 1–2	**Tunaholm*	Swedish American
France—			
Marseilles	January 24–28	*Capo Vita*	Furness Withy
Marseilles	February 15–20	*Capo Arma*	Furness Withy
Le Havre	January 22–30	*Hada County*	Canada Steamships
Le Havre	February 10–18	*Brant County*	Canada Steamships
Le Havre	February 15–20	*Pont Audemer*	Furness Withy
Le Havre	February 19	*Prins Johan Willem Friso*	Shipping Limited
Le Havre	March 5	*Hedel*	Shipping Limited
Germany—			
Hamburg	January 20–28	*Beaconsfield*	Cunard Donaldson
Hamburg	February 15–22	*Mont Alta*	Montreal Shipping
Hamburg	February 18–26	*Beckenham*	Cunard Donaldson
Hamburg	February 19	*Prins Johan Willem Friso*	Shipping Limited
Hamburg	March 5	*Hedel*	Shipping Limited
Greece—			
Piraeus	February 9–16	*Mont Gaspe*	Montreal Shipping
India and Pakistan—			
Karachi, Bombay, Madras, Calcutta	January 20–30	*City of Lichfield*	McLean Kennedy
Cochin, Chittagong	February 10–15	*A Ship*	McLean Kennedy
Ireland—			
Dublin, Cork	February 5	*Irish Larch*	Shipping Limited
Dublin	February 11–15	*Lord O'Neill*	McLean Kennedy
Italy—			
Genoa, Naples	February 9–16	*Mont Gaspe*	Montreal Shipping
West Coast Ports	January 24–28	*Capo Vita*	Furness Withy
	February 15–20	*Capo Arma*	Furness Withy
Mediterranean—			
Central and Western Areas	February 9–16	*Mont Gaspe*	Montreal Shipping
Mexico—			
Veracruz	January 21–25	*Federal Trader*	Federal Commerce
Veracruz	February 1–2	**Tunaholm*	Swedish American
Netherlands—	January 20–28	*Beaconsfield*	Cunard Donaldson
Rotterdam	January 22–30	*Hada County*	Canada Steamships
Amsterdam	February 10–18	*Brant County*	Canada Steamships
	February 18–26	*Beckenham*	Cunard Donaldson
	February 19	*Prins Johan Willem Friso*	Shipping Limited
	March 5	*Hedel*	Shipping Limited
Rotterdam	February 15–22	*Mont Alta*	Montreal Shipping

Departures from Saint John—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Netherlands West Indies—			
Curaçao	February 10–12	**Polykarp*	Swedish American
Northern Ireland—			
Belfast	Jan. 31–Feb. 4	*Ramore Head*	McLean Kennedy
Belfast	February 10–14	*Fanad Head*	McLean Kennedy
Palestine—			
Haifa	January 27–28	*Ragnhild*	J. T. Knight
Portugal—			
Lisbon	February 9–16	*Mont Gaspe*	Montreal Shipping
Puerto Rico—			
San Juan	February 10–12	**Polykarp*	Swedish American
United Kingdom—			
Avonmouth	February 1–8	*Norwegian* (r)	Cunard Donaldson
Swansea	February 16–23	*Delilian*	Cunard Donaldson
Glasgow	Jan. 26–Feb. 3	*Lismoria* (r)	Cunard Donaldson
Glasgow	February 10–17	*Moveria* (r)	Cunard Donaldson
Hull	February 11–15	*Bassano* (r)	McLean Kennedy
Hull	February 21–25	*Consuelo* (r)	McLean Kennedy
Liverpool	Jan. 26–Feb. 4	*Asia* (r)	Cunard Donaldson
Liverpool	Jan. 31–Feb. 4	*Ramore Head*	McLean Kennedy
Liverpool	February 10–14	*Fanad Head*	McLean Kennedy
Liverpool	February 11–15	*Lord O'Neill*	McLean Kennedy
Liverpool	Feb. 23–Mar. 2	*Sibley Park*	Cunard Donaldson
London	January 23–31	*Arabia* (r)	Cunard Donaldson
London	February 14–21	*Fort Musquarro*	Cunard Donaldson
Manchester	January 26–29	*Manchester Progress* (r)	Furness Withy
Manchester	February 2–5	*Manchester Trader* (r)	Furness Withy
Manchester	February 9–12	*Manchester Port* (r)	Furness Withy
Leith	Jan. 29–Feb. 4	*Cairnavon*	Furness Withy
Newcastle			
Venezuela—			
La Guaira	February 10–12	**Polykarp*	Swedish American
Puerto Cabello			
Maracaibo			
West Indies—			
Jamaica	February 1–2	**Tunaholm*	Swedish American

Departures from Vancouver

Ships listed under "Departure from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires	February 21	*Falkanger*	Empire Shipping
Australia—			
Sydney	February 12	*Mongabarra*	Empire Shipping
Melbourne	March	*Barrandura*	Empire Shipping
Adelaide			
Belgium—			
Antwerp	February 15	*Pont Leveque*	Empire Shipping

Departures from Vancouver—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Brazil—			
Rio de Janeiro	February 21	*Falkanger*	Empire Shipping
Santos			
Canal Zone—			
Balboa	January 30	*Don Aurelio*	Empire Shipping
Ceylon—			
Colombo	February 10	*Höegh Silverspray*	Dingwall Cotts
Chile—			
Antofagasta	February 21	*Falkanger*	Empire Shipping
Valparaiso			
China—			
Shanghai	February	*A Ship*	Empire Shipping
Colombia—			
Barranquilla	January 30	*Don Aurelio*	Empire Shipping
Barranquilla	Mid-February	*Glimmaren*	Empire Shipping
Buenaventura			
Costa Rica—			
Puntarenas	January 30	*Don Aurelio*	Empire Shipping
Puntarenas	Mid-February	*Glimmaren*	Empire Shipping
Cuba—			
Havana	February	*A Ship*	Empire Shipping
El Salvador—			
La Libertad	January 30	*Don Aurelio*	Empire Shipping
La Libertad	Mid-February	*Glimmaren*	Empire Shipping
France—			
Le Havre	February 15	*Pont Leveque*	Empire Shipping
Guatemala—			
San Jose	January 30	*Don Aurelio*	Empire Shipping
San Jose	Mid-February	*Glimmaren*	Empire Shipping
Hong Kong	February	*A Ship*	Empire Shipping
India and Pakistan—			
Bombay	February 10	*Höegh Silverspray*	Dingwall Cotts
Karachi			
Madras	February 5	*Silverguava*	Dingwall Cotts
Calcutta			
Italy—			
Genoa	Late January	*A Ship*	Empire Shipping
Naples			
Morocco—			
Casablanca	February	*A Ship*	Empire Shipping
Netherlands—			
Amsterdam	February 15	*Pont Leveque*	Empire Shipping
Rotterdam			
Netherlands East Indies—			
Batavia	February 5	*Silverguava*	Dingwall Cotts
Samarang	February 10	*Höegh Silverspray*	Dingwall Cotts
Soerabaya			
Cheribon			
Lebanon—			
Beyrouth	February	*A Ship*	Empire Shipping
Nicaragua—			
Corinto	January 30	*Don Aurelio*	Empire Shipping

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Palestine—			
Tel Aviv, Haifa	February	*A Ship*	Empire Shipping
Persian Gulf	February 10	*Höegh Silverspray*	Dingwall Cotts
Peru—			
Callao, Mollendo	February 21	*Falkanger*	Empire Shipping
Philippines—			
Manila, Iloilo	February 5	*Silverguava*	Dingwall Cotts
Manila	February 10	*Höegh Silverspray*	Dingwall Cotts
Cebu	February	*A Ship*	Empire Shipping
United Kingdom—			
Glasgow, Manchester	January 26	*Pacific Liberty*	Furness Withy
Manchester	February 8	*Pacific Nomad*	Furness Withy
Manchester	March 9	*English Prince*	Furness Withy
Unstated Ports	Jan. 18–Feb. 4	*Lake Kamloops*	Anglo Canadian
	Jan. 26–Feb. 10	*Lake Chilliwack*	Anglo Canadian
Uruguay—			
Montevideo	February 21	*Falkanger*	Empire Shipping
Venezuela—			
Puerto Cabello	January 30	*Don Aurelio*	Empire Shipping
La Guaira, Maracaibo	Mid-February	*Glimmaren*	Empire Shipping

Australia to Retain Petrol Rationing

Sydney.—(FTS)—The Australian Government intends to keep petrol rationing in force, at least until December, 1949. Australian petrol consumption has risen from 360,000,000 gallons in 1939 to 395,000,000 last year, and still appears to be rising. A general review of petrol consumption is being undertaken in order to correct anomalies, to prevent evasion and to minimize the use of petrol for less important purposes. It has been announced that a 20 per cent reduction in the ration for other than essential driving became effective in October, 1948, thereby limiting individual pleasure driving to about 140 miles per month.

Australian Telephone System Overworked

Sydney.—(FTS)—All telephone equipment in Australia is operating under great pressure. New equipment is being installed and more is on order to help alleviate the great operational strain of the present overworked system. It is estimated that there are 50,000 on the waiting list for new phones in New South Wales alone. Radio telephones are now in the experimental stage in Australia.

Foreign Trade Service Abroad

Cable address:—*Canadian*, unless otherwise shown.
Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. McCullough, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. Ausman, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. Macdonald, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

Brazil

Rio de Janeiro—Maurice Bélanger, Commercial Secretary, Canadian Embassy, Ed. Metropole, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. Depocas, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. Maguire, Acting Commercial Secretary, Canadian Embassy, Bank of London and South American Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—L. M. Cosgrave, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

Colombia

Bogotá—H. W. Richardson, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—Office of the Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. Boyer, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

France

Paris—J. P. Manion, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. Tremblay, Commercial Secretary (Agricultural Specialist), Canadian Embassy, 3 rue Scribe.
Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt—B. J. Bachand, Canadian Economic Representative, Canadian Consulate, Economic Section, 145 Fuerstenbergerstrasse, Frankfurt am Main, A.P.O. 757, U.S. Army.
Cable address, Canadian Frankfurt/Main.

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Guatemala

Guatemala City—C. B. Birkett, Canadian Government Trade Commissioner, Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. Noble, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—Richard Grew, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

Bombay—C. R. Gallow, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. Priestman, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. Smith, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. Palmer, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Mexico

Mexico City—D. S. Cole, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. Langley, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

Newfoundland

St. John's—R. Campbell Smith, Commercial Secretary, Office of the High Commissioner for Canada, Water Street.

New Zealand

Wellington—P. V. McLane, Commercial Secretary, Office of the High Commissioner for Canada. Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Wellington—Dr. W. C. Hopper, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Post Office Box 1660.

Norway

Oslo—S. G. MacDonald, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—R. K. Thomson, Acting Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Afghanistan.

Peru

Lima—C. J. Van Tighem, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

Lisbon—L. S. Glass, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—Paul Sykes, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

South Africa

Johannesburg—S. V. Allen, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Foreign Trade Service Abroad—*Concluded*

Cape Town—S. G. Tregaskes, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

Cable address, Cantracom.

Sweden

Stockholm—F. H. Palmer, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

Switzerland

Berne—Yves Lamontagne, Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. Major, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Turkey

Istanbul—G. F. G. Hughes, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi Beyoglu.

United Kingdom

London—A. E. Bryan, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London—R. P. Bower, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, Sleighing, London.

London—W. B. Gornall, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Cantracom, London.

London—R. D. Roe, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Timcom, London.

Liverpool—M. J. Vechsler, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. Mutter, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, Cantracom.

Belfast—H. L. E. Priestman, Canadian Government Trade Commissioner, 36 Victoria Square.

Territory covers Northern Ireland.

United States

Washington—J. H. English, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. Paterson, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. Stewart, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.

Territory includes Bermuda.

Cable address, Cantracom.

Detroit—J. J. Hurley, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—Edmond Turcotte, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. Duclos, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—Harry A. Scott, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street, San Francisco.

Venezuela

Caracas—J. A. Stiles, Acting Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.

Territory includes Netherlands West Indies.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Jan. 3	Nominal Quotations Jan. 10
Argentina	Peso	Off.	·2977	·2977
		Free	·2065	·2080
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzerio	....	·0544	·0544
Chile	Peso	Off.	·0517	·0517
		Export	·0322	·0322
Colombia	Peso	....	·5128	·5128
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2083	·2083
Ecuador	Sucre	....	·0740	·0740
Egypt	Pound	....	4·1330	4·1330
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0073	·0073
France and French North Africa	Franc	Off.	·0038	·0038
		Free	·0031	·0031
French Empire—African	Franc	....	·0076	·0076
French Pacific Possessions	Franc	....	·0202	·0202
Haiti	Gourde	....	·2000	·2000
Hong Kong	Dollar	....	·2518	·2518
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	·3022
Iraq	Dinar	....	4·0300	4·0300
Ireland	Pound	....	4·0300	4·0300
Italy	Lira	....	·0017	·0017
Jamaica	Pound	....	4·0300	4·0300
Malaya	Dollar	....	·4701	·4701
Mexico	Peso	....	·1454	·1454
Netherlands	Florin	....	·3769	·3769
Netherlands East Indies	Florin	....	·3769	·3769
Netherlands West Indies	Florin	....	·5302	·5302
New Zealand	Pound	....	4·0300	4·0300
Norway	Krone	....	·2015	·2015
Pakistan	Rupee	....	·3022	·3022
Palestine	Pound	....	4·0300	4·0300
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·5000	·5000
Portugal	Escudo	....	·0403	·0403
Siam	Baht	....	·1000	·1000
Spain	Peseta	....	·0916	·0916
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2336	·2336
Turkey	Lira	....	·3571	·3571
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5618	·5618
Venezuela	Bolivar	....	·2985	·2985

Trade Publications Available

ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

Canada—Butcher, Baker, Grocer

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution at the Dairy Show, in London, England, and to the provision trade in Great Britain. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal,* which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, Australia, British West Indies and British Guiana, Central America, Colombia and Venezuela, French North Africa, India, Iran, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Special Articles

Articles on the following subjects, published in *Foreign Trade,* have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

Assistance Available from Trade Commissioners
Canadian Port Facilities Aid Foreign Trade
European Recovery Program Related to Canadian Economy
Foreign Import Controls and Exchange Regulations
Import Control of Capital Goods Under Emergency Act
Industrial Development in Canada
Influence of Geography on Import Trade
Production of Sports Equipment in Canada
Trade Procedure for American and British Zones in Germany

Trade Bulletins and Reports

Detailed information on foreign trade is compiled by Dominion Bureau of Statistics, being issued on a monthly, quarterly and annual basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book,* the *Canada Handbook,* the *Canadian Statistical Review* and commodity reports. Catalogue of publications obtainable from Information Service, Dominion Bureau of Statistics, Ottawa.

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AT THE

CANADIAN INTERNATIONAL TRADE FAIR

TORONTO . . . MAY 30 - JUNE 10, 1949

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